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From time to time we've mentioned **obscure state laws.** Here's another one: In Kentucky it is mandated that people take a bath once a year. We aren't making this up.

A guy was busy stealing his neighbor's hubcaps. But he hadn't noticed that at the wheel was the neighbor who **ran over his hand with his car.** Now get this! The thief was awarded $74,000 and medical expenses.

Here's another lawsuit that defies belief. A man was leaving a house he had just finished robbing—via the garage. But he wasn't able to get the garage door to go up because the automatic door opener was malfunctioning. And he couldn't re-enter the house because the door connecting the house and garage locked when he pulled it shut. Well, the family was on vacation so the robber found himself locked in the garage for eight days. He existed on a case of Pepsi and a large **bag of dry dog food.** He sued the homeowner's insurance, claiming the situation caused him undue anguish. And the jury agreed—to the tune of $500,000.

He was acquitted of indecent exposure by persuading a jury that his penis was too small to have been seen by the complaining witness. The witness testified that she had seen **"3 inches" of erect penis** beyond the bottom of his shorts while he was working in her house. But by photographs and a brief trouser-dropping in the courtroom, he convinced the jury that he was very modestly endowed and that she must have seen something else, such as a fold of fat on his 312-pound body. (An erect fold of fat?)

Did you ever wonder...why doctors call what they do "practice"? Why Noah didn't swat those two mosquitoes? **Why they sterilize the needle of lethal injections?** Why they don't make the whole plane out of the stuff that indestructible black box is made from? Why sheep don't shrink when it rains? I do. I wonder that shit all the time.

Here are a few announcements heard over the P.A. system while flights were in progress: On a flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants." From a Southwest Airlines employee: "Welcome aboard Southwest Flight 245 to Tampa. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be **out in public unsupervised."** And finally: "Weather at our destination is 50 degrees with some broken clouds, but we'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you, or your money, more than Southwest Airlines."

Yet another innovative profession. Now there are "pet psychics" and "communicators" who not only claim to understand animals' emotions in human terms, but work with a client base that has included spiders, an iguana, a snake, **a skunk, a hawk, a camel, and cockroaches** (yes, really) and can do most of their work remotely by having the pet stand close to the telephone (at about $25 for 5 minutes). Revelations: Spiders most express interest in not being killed, and one French poodle's issue was supposedly the dog's having imaged everything in French instead of English. So if you have $25 lying around and nothing in particular planned for it, get that spider in the corner right close to your telephone and let it unload its worries.

A career criminal whose latest sentence was up confessed to three more crimes with the hope that he would be **allowed to stay in prison** to finish a restaurant management course.

He wanted to withdraw his guilty plea for aggravated murder: He allegedly told police he killed his tenant using **a crowbar, a butcher knife, a handsaw, a fireplace poker,** a foot-long bolt, a straight razor, an ax, walking cane, a pool cue, and a large salad fork. (It was the salad fork that worked.)

In Mohave County, Arizona, officials announced their alarm upon finding a severed penis at a sewage plant and began an investigation. It took three weeks, and it took an official finding by the medical examiner, but the penis was finally **declared to be a dildo.** If you're ever traveling in the area, don't expect too much from the locals.

A guy was charged with stabbing a stranger 15 times at a Wal-Mart. He told police he thought his problem was that his **government-implanted computer chip** was broken. Yeah, that's probably it, all right.

A 55-year-old condemned murderer-drug dealer, who suffered a heart attack just as the hangman's noose was placed on his neck, was revived, hospitalized and **rescheduled for execution.** (This item was from Iran but it could just as well have been right here in the U.S.)

Here are a few quotes pertaining to alcohol: Greta Garbo, when asked if she wanted scotch or water, said, **"Scotch. Water makes you rust."** An unknown source—"I drink to make other people interesting." Lady Astor said to Winston Churchill, "Sir, you are drunk." Winston Churchill replied, "Yes, Madam, I am. But in the morning I will be sober and you will still be ugly." And finally, Frank Sinatra said, "I feel sorry for people who don't drink. When they wake up in the morning, that's as good as they're going to feel all day." I'll drink to that!

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 370 • APRIL 2004

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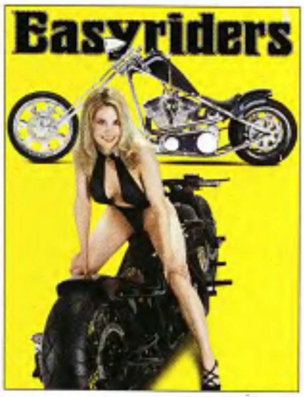

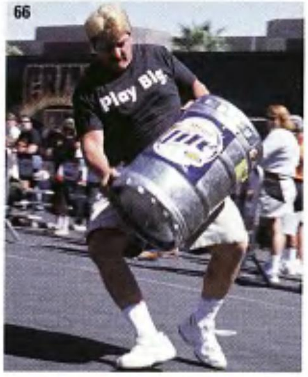
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Billy Lane Chopper shot by Michael Lichter. Midwest's cool custom and the scintillating Sandy by Nate Ullrich. Special imaging by Daniel Ferguson.

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100-Year-Old Cover Girl

The cover of the December '03 issue is the most disturbing picture I have ever seen. The editor should be fired.

Dale Siebert
Cyberspace

A joke that was not funny!!! Who is responsible for this? I wish I had my money back. What a waste. I'll never buy your magazine again. I'm so pissed at *Easyriders* for ruining such a good thing. Show this to your boss, you spineless art director. Ask yourself, why would you want to lay this magazine out at your shop? This one goes in the trash!!! Kinda like a table dance and the girl's got a tampon string hangin' out. $10 wasted.

C.W. Barnett
Out there somewhere

Not very nice you guys saying bad things about my Mom.

Words From Bosnia

I read your fine magazine from time to time, taking into account that it's difficult to find *Easyriders* here in my hometown of Sarajevo, Bosnia. But thanks to some friends from an American army base, I have no problem.

With this photo I'd like to send regards from Sarajevo and regards from our MC "Sarajevo Bikers Club" to all bikers around the world. We have several Harleys in Sarajevo including two Harleys from two nice guys from an American Embassy. We don't have many members, but almost all members are former freedom fighters for Bosnia (thank you, America)—something like your Vietnam Vets. Nice and tough guys.

Best regards from Sarajevo and keep up the good work.

Emir M. Dukatar
Sarajevo, Bosnia

No Helmets?

I just finished reading your December issue (excellent as always) and have a question about a photo of the bikers riding out of Reno, Nevada. No one has a helmet. We go to the Laughlin River run every year and have to stop at the Nevada border from Arizona to put on those damned heat sink helmets because of the Nevada helmet law. What gives? I sure hope that ABATE or other groups are working on trying to repeal the helmet law in Nevada. It's hot enough out here in the southwest without having to put on a damned helmet.

G. Robiscoe
Arizona

The Highway Peg Saga

This is in reply to the Harley riders in Texas. Why should it matter to you if some riders lay their boots on a highway peg when riding in town? I have highway pegs on my Electra Glide Classic and use the right side all the time. I'm very comfortable this way and so are a lot of other bikers I've seen.

Love the magazine—it's always been righteous.

Rob Barker
On the Internet

A Mind-Boggler

In reference to Alan Goolsby who says that he particularly doesn't like where this magazine has ended up, I might have to agree. When I bought your rag at my local 7-11, it cost me $7.99. At the same time I purchased a six-pack of Coors for $5.99 and a half pint of Goldschlager for $7.99. Figure this out. Now if little Timmy was traveling on dad's Sportster at 43 mph for 1.2 miles to his local 7-11 with his hair slicked back and a 115-pound girlfriend on the back and he only had $13.98 in his pocket, what would he buy?

Matto
Tempe, Arizona

He'd buy 37 pancakes, as long as the latent wind velocity is not over 25 miles per hour and his train left Boston at exactly 1:30 p.m.

In Agreement

I had to agree with SPC Josh Howell (Dec. '03) who was responding to John T. Wilcher (Aug. '03 issue).

Please publish photos of the only

V-Rod jockey shift. I designed, engineered, fabricated, and installed this piece of American ingenuity. Shifts as smooth as a $100 whore. One up and four back (assbackwards from my panhead). Yes, my bike has many other custom features. To John W., paint and bolt-ons don't make a "custom monster."

Michael J.
Sparta, Illinois

Fell In Love

Been riding bikes for 25 years—Japs, then British, then Japs, then Italian—all spots. It's the culture here.

Then went to the States (Florida), hired a Fat Boy, and fell in love with it. Just sold the trickest Ducati in the area and am buying a Fat Boy.

I bought the last four issues of your mag and can't put it down. The moral is don't knock a Harley until you ride one. One question though: In issue No. 365 (November 2003), the Dyna Super Glide T-Sport feature says in the second to last paragraph, "wind buffeting of the helmet was noticeable . . ." Can I suggest that stuffing a back issue down front of your pants may solve the problem?

Ride on.

Curtz
Devon, England

A Special Thanks

I'd like to let you and all the readers of *Easyriders* know about one hell of a Harley dealership. I was riding to Milwaukee for the 100th and broke a rear axle on my 1985 FLH in Lacrosse, Wisconsin. I managed to hobble into Lacrosse. Man, it was like a zoo. People were heading to Milwaukee with all types of problems. They were working like bees for the queen.

Lacrosse H-D didn't have the axle for my scoot, but get this: They robbed a 1999 Road King axle from the showroom floor. I was stuck there overnight so they got on the phone and found a room for us, drove us to it, picked us up the next morning when the scoot was ready.

I really appreciate you guys at Lacrosse H-D. So if you're ever traveling through the area, stop and say hello to one hell of a dealership. Thanks again for saving our trip to the 100th.

Ray Garrison
Denver, Colorado

Good Chopper Story

I've been married for 12 years to my hubby, Stan. When Stan was 17, he had a '72 chopper and sold it in 1994 to buy his new Heritage Softail. But he always regretted selling the chopper. You guys have probably heard of "The Ice Cream Man From Hell." Well, he's the guy who bought the chopper. Anyway, through close friends I was able to keep track of the bike after it was sold two other times. It had been sitting in a garage for a couple of years because people were afraid to ride it (it's a bit tricky to ride).

So for our 10th anniversary I bought the chopper back for him and surprised him with it. He almost died when he saw it pull in on the back of a pickup. It had to be completely redone (except for the motor) because the paint and chrome was in pretty bad shape.

Stephanie Hatch
Clinton, New Jersey

Bikes from OZ

The cool little motorcycles from OZ (by way of Miami, Florida) have a new phone number. For info on these wild chopperesque minirides call OZ and his munchkins at 305-889-1800 or visit their Web site at www.ozbikeusa.com. —Ed.

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BILLY LANE'S *VQ* AUCTION BIKE

GONE IN NOTHING FLAT

Thanks to those Discovery Channel TV shows Billy Lane is a bone fide media star; heck, my 16-year-old daughter thinks he's the coolest thing on the planet, and amazingly her boyfriend agrees. "Billy does it old-school," he enthuses. "He'll shape the metal for a gas tank right over his knee. How cool is that!"

Thanks to all of that, not to mention a boatload of raw talent and an artist's eye, Billy's bike-building emporium down in Melbourne, Florida, Choppers Inc., is going full speed ahead. Motorcycles and parts and even clothing fly out the door as fast as Billy and his main man Nick can get it all there. Times are good. Still, you gotta feel just a little bit sorry for the guy.

Billy, as it turns out, is having one heck of a time trying to build a motorcycle for himself and then get to keep it. This deep-blue House of Kolor chopper, assembled around a chrome-plated Choppers Inc. frame, is the perfect example. It's the latest ride Billy began for himself and the latest one to get away before it was even complete. It happens all the time, too, Billy tells us, and he's getting a little concerned. But this one, he explains, got away for a good reason and a good cause.

"Like I said, I was originally building this one up for myself," Billy begins. "I was trying out a few ideas —like running the exhaust up over the rear tire, and the ball-milled chrome frame. We had a pretty good start on all of that, too, when I ran into Dave Nichols who asked if I'd be willing to build the bike for last year's

VQ Biker's Ball [Now called the *V-Twin* Biker's Ball]. I said sure, but I probably spoke up way too soon." No kidding.

At the same time Billy agreed to do the charity-auction bike he and Nick were elbow deep into their Camel bike commitment and they had another bike going for the Discovery Channel. They were moving into a new and bigger shop, too and on top of all that, they were trying to get themselves and their customers ready for Daytona Bike Week. It was all going on at once.

"But I'd made the commitment, given my word," Billy says, "and Nick and I immediately realized there was no way we'd be able to start a new bike from scratch. So once again I took my bike, the one I had just started, and gave it up to the project."

Once Billy made that move to donate his own bike to the cause the word went out to the industry, "and the parts started pouring in." The bike annually auctioned

off at the Biker's Ball, that black-tie (or leather, your choice) Bike Week gala, raises money for The Boys and Girls Clubs of South Florida. It's a good cause. So no surprise, Xtreme Machine sent along the wheels, TP Engineering stepped up with an engine, Baker shipped out a trans. Mondo at Denver's pitched in with the springer front end, Performance Machine donated the brakes and the hand controls, and CCI came through with boxes and boxes of all the small stuff you don't see, but the parts so absolutely necessary to a motorcycle. We're talking things like the battery and the charging and starting systems, the fasteners, belts, and the list goes on. "The whole industry supported this thing," Billy says. "It was pretty cool."

And this time around the Biker's Ball got a pretty cool motorcycle to auction off. Choppers Inc.'s Nick Fredella had already spent about 60 hours ball-milling the frame, while Billy had worked out the head-scratching fabrication job of running the exhaust pipes up through the rear fender. By the way, that pipes-through-the-fender deal performs beautifully here—no scorched jeans, like we all saw on that Discovery Channel ride.

"This is the first time I tried that idea," Billy says, "and on this bike the pipes and fender are actually separate pieces." For that Discovery Channel bike, the one with the hot seat, Billy tried to get a little trickier, and as it turned out he out-tricked himself just a bit.

"On that one," Billy goes on to explain, "I fabricated the rear fender to actually be the exhaust pipe, and I knew it would need a good heat shield, too. But with the condensed build-time the TV crew gives us, which actually comes down to about nine or 10 days total, I just didn't have time to do it."

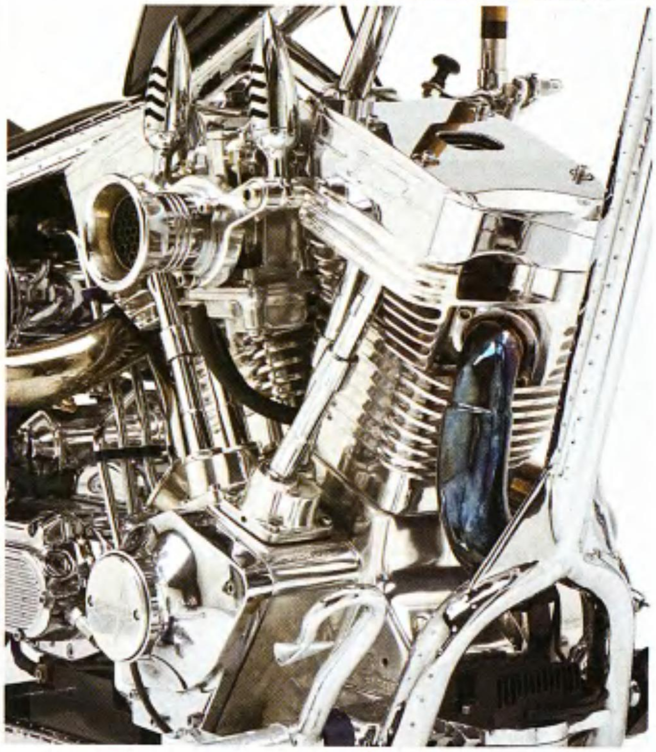
There was no heat shield, and the end result was predictable. Billy knew what would happen, and couldn't do a thing about it except wait and watch. He's since revisited that little bit of business, reporting that the fender-as-pipe, now heat-shielded, works just fine.

Getting back to this one, though, when it came time for the finishing touches Billy got more help—donated free—from Rich's Bitchin' Custom Seats and Joe Richardson, who came through with the upholstery and the paint, respectively. The bike itself, came out aces. "It runs like there's no tomorrow, too," Billy says. "It'll pull giant 6- or 7-foot-high wheelies, no problem! That 124-inch TP motor honks."

Good thing, too, because Billy almost didn't make it to the Ball and the auction, at least not on time. The crazy schedule to get everything done was that tight. But make it he did, barely. "We're about 90 miles south of Daytona," he says, "and I hooked it up from Melbourne to Daytona in just over an hour." Just in time to roll this chrome and blue chop up on the block and watch as yet another of his personal rides slipped away to a new owner.

Billy saw Jason Bailey become the high bidder, and the new owner of one very special Choppers Inc. creation, a bike Billy Lane started for himself but never got to keep. If you'd like to grab another cool chopper right out from under Billy, give Choppers Inc. a call at 321-757-7262 or visit www.choppersinc.com.

—Joe Kress



Owner: ....Jason Bailey
City: ....Connecticut

General
Designer:..................Choppers Inc.
Fabrication: ....Billy, Nick
Year/make: ......2003 Choppers Inc.
Model: ....Chopper
Assembly: ....Choppers Inc.
Time:...................................3 months
Chroming: ....Spacecoast Plating

Engine
Year:..2002
Manufacturer: ....TP Engineering
Displacement:......124 cubic inches
Cam: ....TP Engineering
Carb: ....Mikuni
Air cleaner:........................Kennedy
Pipes: ....Choppers Inc.

Transmission
Year/make: ....2002 Baker 6-speed
Shifting: ....hand

Painting
Molding: ....Joe Richardson
Painter: ....Joe Richardson
Color: ....blue
Type: ....House of Kolor

Frame
Year/make: ......2002 Choppers Inc.
Type: ....rigid
Rake: ....45 degrees
Stretch:...............................6 inches
Shocks: ....none
Other modifications: ......ball-milled

Accessories
Handlebar:................Choppers Inc.
Handlebar controls:....Performance Machine
Fenders: ....Choppers Inc.
Headlight: ....Ness
Taillight: ....Choppers Inc.
Speedo: ....none
Pegs: ....Choppers Inc.
Foot controls: ....Choppers Inc.
Gas tank: ....Twisted Chopper
Oil tank:...........................Mooneyes
Oil system: ....TP Engineering/ Choppers Inc.
Primary cover:...........................BDL
Seat: Rich's Bitchin' Custom Seats
Mirrors:......................................none
Grips:.........................Choppers Inc.

Front End
Type: ....springer, 14 over
Builder: ....Denver's Choppers

Wheels
Make:....................Xtreme Machine
Size: ....21 x 2.25/18 x 8.5
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....Michael Lichter

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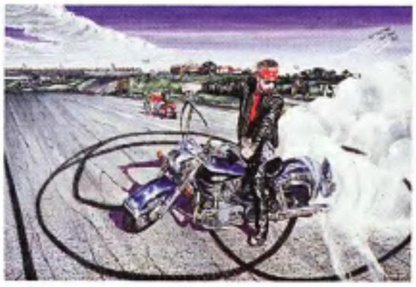
Flame On!

Tony Murga is known for making amazing, one-of-a-kind custom boots to go with your custom scoot. We located his booth out in Sturgis and had him make these wild flamed riding boots with our *Easyriders* logo on 'em. If you can dream it up, Tony can make it. While we went for basic black leather, he also uses just about any kind of exotic hide you can think of. Give Tony Murga a call at 949-582-8650 or visit www.murgaboots.com.



Eric Herrmann's Harley-Davidson 100th Celebration

Artist Eric Herrmann decided to celebrate Harley-Davidson's 100th birthday in his own way with a painting titled *The Unauthorized 100*.

"Harley-Davidson turned 100 last year and I was headed to Milwaukee straight from Sturgis. I'd been to both the 90th and 95th parties, and the visual that stuck in my mind was the people lining up on the bridges and roadsides to welcome the bikers to Milwaukee. This one's about the 100 people you'll find in the painting having fun, doing unauthorized acts. Burnouts in the 100 configuration, wheelies, flashing, all that harmless, fun, biker stuff. Happy Birthday to Harley, Ford Motors, and 100 years of aviation. Thanks Milwaukee, I had a great time. If you went to Milwaukee for the 100th, you'll understand," says Eric.

Limited edition prints measuring 25 x 34 inches are available from Eric for $125. Contact him on the World Wide Web at www.ericherrmannstudios.com, or give him a call at 888-200-6554. The original painting was sold during the Sturgis Rally and Races in 2003.

Pro-One Sinister Series Wheels

Last year the folks at Pro-One introduced an original line of custom billet wheels featuring bold looks and edgy attitude, the Sinister-series wheels. This year Pro-One is back with a vengeance with the new-for-2004 Sinister II wheels.

Pro-One wanted to provide an even wider choice of truly unique wheels with the Sinister II wheels. Manufactured to Pro-One's standards for quality, performance and finish, the Sinister II wheels feature a forged, 3-spoke pattern that's accented by three sets of interchangeable blades. The removable blades are offered in seven styles including the wild Tribal pattern shown here. Sinister II rims can be ordered in a variety of sizes for front and rear applications and are offered polished, chrome plated or finished in various color combinations.

For complete details call Pro-One direct at 800-884-8473 or visit them on the web at www.pro-one.com.

Doherty's Updated, Bolt-On Fat 200 Softail Conversion Kit

Doherty Machine offers a new version of their Fat 200 kit originally designed for '87-'99 Harley Softail models and now extending to all Softail models. The latest innovation comes in the form of a complete bolt-on kit that allows Softail owners to run 200-series tires while using the stock factory swingarm. The Fat 200 conversion features only the finest quality materials, American craftsmanship and everything required for a simple, hassle-free installation, boasts Doherty Machine. The kit includes a rear wheel assembly made up of a 5.5-x-18-inch rim with 40 stainless steel spokes, chrome-plated billet aluminum hub and premium 200 rubber. A rugged, strutless 9-inch rear fender, custom fabricated for this application comes finished and ready to paint are also included. Extreme duty front and rear sprockets are included as is a premium O-ring roller chain, chrome chain guard, high-quality gaskets, seals, spacers, and aircraft quality mounting hardware. Kits are shipped complete and ready to install with nothing else to buy.

Call Doherty Machine at 928-541-7744 or go to www.dohertymachine.com.

Performance Machine Introduces Their New El Dorado and Roulette Motorcycle Wheels

Fresh from an extended stay in his secret underground lair, PM's in-house designer has once again upped the wheel design ante, the company says.

First off the drawing board is the multi-faceted Roulette wheel. Each of the 10 sinuously hexagon-styled spokes emerges from the hub and split, creating 20 curving talons that blend back into the rim.

The Performance Machine El Dorado wheel takes a completely different approach and allows the hub to fan out in a "shocking" display of machined aluminum detail, Performance says. From there the 14 spokes writhe toward the rim and are accented by PM's unique speed dots.

Already in production, the El Dorado and Roulette wheels are available now in both chrome and polished finishes.

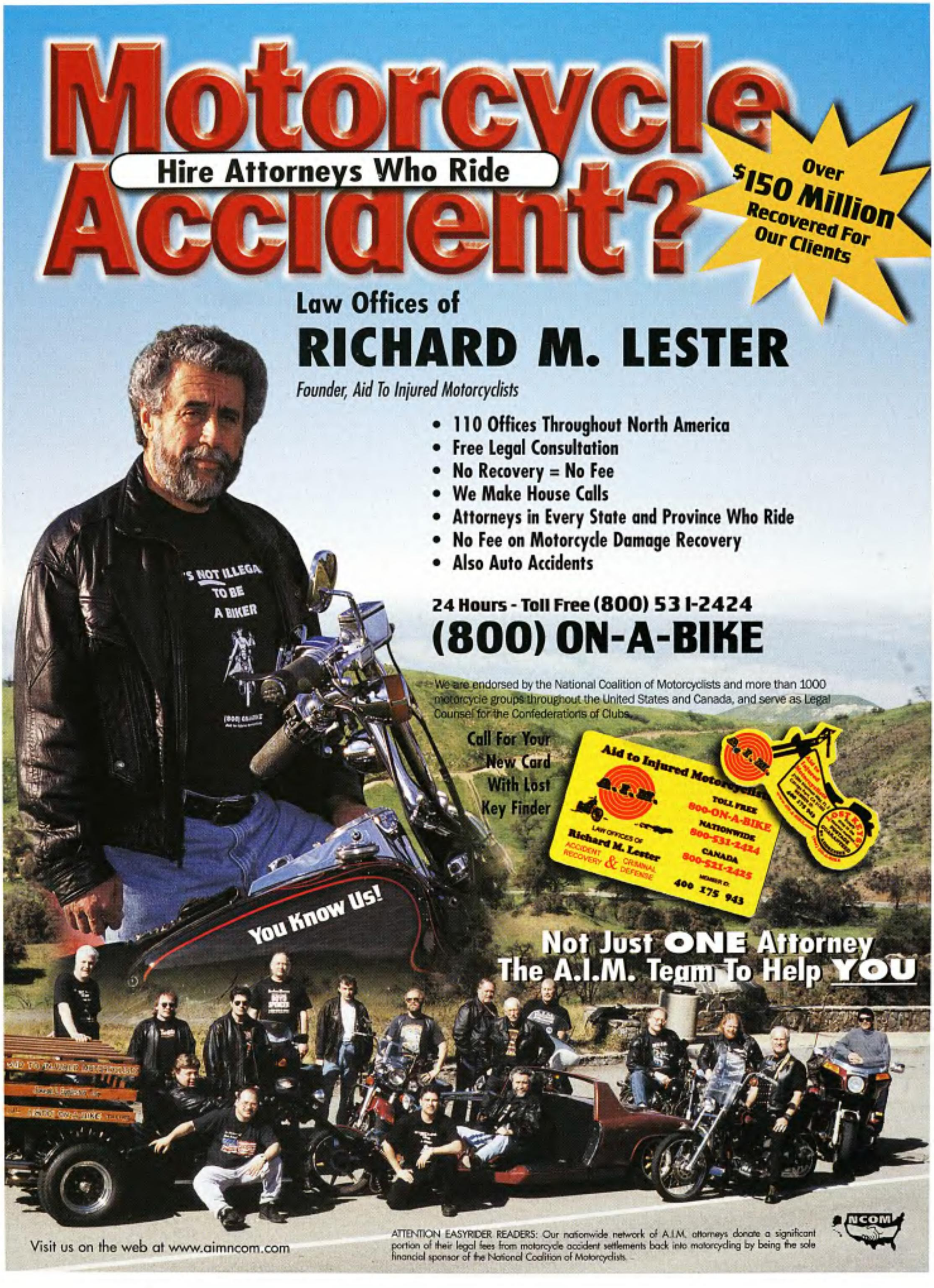
Call Performance Machine 714-523-3000 for more information or go to www.performancemachine.com.

Rebuffini Billet Swingarms

There are a lot of choices in the marketplace when it comes to wide tire swingarms and here is a new option coming straight from Italy. Filling the gap in the high-end aluminum swingarm market, Sculpture Cycles says, they import these Rebuffini swingarms directly from the Italian designer. Each one of these very organic-looking swingarms is entirely CNC-machined in 3-D from a solid billet block of aluminum before being polished to a mirror-like shine.

The Rebuffini swingarms for Harley Softail applications also feature a hidden axle that works well with their clean and sleek look. The swingarms are designed to work with rear tires in sizes up to 250, for use on Daytec frames or stock Softails '86 to present.

Call Sculpture Cycles 480-833-0998 or e-mail: info@sculpturecycles.com.



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ERIC FOX'S DIAMOND IN THE TOUGH

Getting Lucky

Lucky's Choppers rolled the dice and "won" themselves a new location recently in the Georgetown area of south Seattle, then moved from their previous 1,500-square-foot shop to a whopper of a 15,000-square-footer. The new digs already had some history, having been the home for a machine shop, but at the turn of the century when first built it served other purposes.

"When we went to the second floor we found all these little cubicle rooms and then learned it had been used as a brothel way back when," says Matt Adams. Matt, along with the shop's owner A.J. and wrench Nate Downing, produce one-off custom rides, including the rigid seen here, that are making their own brand of history.

Specializing in hand-built sheet metal, the shop also offers a number of standard services and their own line of signature parts including their popular front and rear fender blanks, which include a 200- and 250-series plus a new one for the 280-series.

This particular bike came about when A.J.'s friend Eric Fox decided he wanted a one-off, high-end show winner. After conferring over the bike's design and

specifying that he wanted a 250 rear tire, Eric let A.J. and Matt loose on the project. The bike was built around a Diamond Chassis frame built to Lucky's Choppers' specs while the powerplant of choice was the fearsomely beautiful Merch 120.

"Most of our customers are local, and like Eric would come in during the process to add his input," Matt says. The unique look was achieved through Lucky's Choppers blend of traditional chopper styling traits spiced up by their spin on things. The effect was rendered through their hand-fabricated gas tank, fenders and molding skills.

"We like to do the weld-in rear fender and our molding allows us to produce flowing lines. Our emphasis is on keeping things super clean, and in fact this paint job is a little wilder than we usually call for, but it definitely works," Matt explains.

The "luck" was obviously with Eric because his new bike went on to win several awards, a winning streak that's still in motion. Meanwhile, Lucky's is working on several rigid and hidden-shock custom projects which debuted at the Portland

Easyriders Bike Show. They're also getting ready to have a blowout party to celebrate their new facility so if you're in the neighborhood do drop in because you just might get lucky.

For more information simply log on to www.luckyschoppers.com on the Web or give A.J. or Matt a call at 206-767-6000.

—*Paul Garson*

Owner: ....Eric Fox
City: .... Seattle, Washington

General

Designer:............Lucky's Choppers
Fabrication:.........Lucky's Choppers
Year and make: ......2002 Diamond
Model: ......Lucky's Choppers Rigid
Assembly: ....Lucky's Choppers
Time:...............................9 months
Chroming:..................Show Quality Metal Finishing

Engine

Year:.......................................2002
Model:............................120 Merch
Rebuilder: ....Big Jim
Ignition: ....Dave Perewitz
Displacement:......120 cubic inches
Lower end:............................Merch
Balancing: ....Merch
Pistons: ....Merch
Heads: ....Merch
Cam: ....Merch
Lifters: ....Merch
Carb(s): ....S&S
Air cleaner: ....Choppers Inc.
Pipes: ....Lucky's Choppers
Mufflers: ....not

Transmission

Year: ....2002 JIMS
Shifting: 6-speed

Painting

Painter: ....Scott Nurrie
Color/type:......green/yellow flames
Special paint: ....yes

Frame

Year:.......................................2002
Builder: ....Lucky Choppers
Type: ....Diamond
Rake: ....42 degrees
Stretch:.............................4 inches
Shocks: ....not there

Accessories

Bars: ....Lucky Choppers
Handlebar controls: ....PM
Fenders: ....Lucky's Choppers
Headlight: CCI
Taillight: ....Donnie Smith
Speedo: ....none
Dash: ....none
Front pegs: ..Performance Machine
Electrics: ....Lucky's Choppers
Gas tank: ....Lucky's Choppers
Oil tank:..............Lucky's Choppers
Oil system:...........................Merch
Seat: ....Rich's Upholstery
Mirrors: ....Performance Machine
Grips: ....Performance Machine

Forks

Type: ....Meanstreet
Extension:..................2 inches over
Builder: ....Lucky's Choppers

Wheels

Front

Size: ....21 inches
Wheel:..........Performance Machine
Tire: ....Avon
Brake: ....Performance Machine

Rear

Size:...............................250 series
Wheel:..........Performance Machine
Tire:.. Avon
Photographer: ....James Warren

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60	$112.88	$236.91
65	$182.79	$388.94

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Happenings

ALABAMA
Styx River Rally
Date: Apr. 2-4
Place: Robertsdale
www.riverrally.com

ARIZONA
Arizona Bike Week
Date: Mar. 26-Apr. 4
Phoenix/Scottsdale
Info: 602-997-6107; arizonabikeweek.com

Annual Chili Fest
Date: Apr.10
Place: IOOB, Tucson
Info: 520-240-4277

Yuma Prison Run
Date: Apr.16-18
Place: Yuma
Info: 562-944-2180

Lorenzo Lamas Copper Circle Run 3
Date: Apr.17-18
Place: Keiller Park, Willcox
Info: 520-384-9272
www.cincodemayo willcox.com

Motorcyclists Memorial
Date: May 1
Place: Phoenix
Info: www.mma-az.org

ARKANSAS
Razorback Rally
Date: Apr.22-25
Place: London
www.geocities.com/ wildpigsark

The Arkansas Annual
Date: Apr.23-25
Place: RoadBarrons MC, Saline County
Info: 501-315-6308
arkansasannual.com

CALIFORNIA
Annual Fallen Rider Memorial Run
Date: Apr. 24
Place: Redding
Info: 530-384-1407

Pacific Coast Dream Machines
Date: Apr. 27
Place: Half Moon Bay
Info: 650-726-2328
www.miramarevents.com

Long Beach Cycle Show and Swap Meet
Date: Apr. 25
Place: Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

COLORADO
Easyriders Bike Show
Date: Mar. 27
Place: Denver
Info: 800-962-9857; easyridersevents.com

CONNECTICUT
Marcus Dairy Super Sunday
Date: Apr. 18
Place: Danbury
Info: 800-243-2511
www.marcusdairy supersunday.com

Miracle Ride
Date: Apr. 25
Place: Hartford
Info: 860-346-1200
www.miracleride.com

FLORIDA
Bikes and Blues
Date: Apr. 3
Place:Cocoa
321-690-3464 ext. 19
www.arc-brevard.org

Emerald Coast Bikefest
Date: Apr. 16-18
Place: Emerald Coast Dragway, Holt
Info: 850-537-7223
www.emeraldcoast bikefest.com

Nature Coast Bike Fest
Date: Apr. 16-18
Homosgassa Springs
Info: 352-634-4255
www.naturecoast bikefest.com

Miami Bike Show
Date: Apr. 17-18
Place: Coconut Grove Convention Center
Info: 305-441-2865
miamimotorcycle.com

Leesburg Bikefest
Date: Apr. 23-25
Place: Leesburg
Info: 352-365-0053
leesburgbikefest.com

GEORGIA
Pennington Seeds Springs National All Harley Drags
Date: Apr. 16-18
Place: Madison
Info: 678-688-7201

ILLINOIS
M/C Parts Extravaganza
Date: Apr. 4
Place: Belleville
Info: 217-864-9540; bgpromotions.com

KANSAS
Kick Start Party
Date: Apr. 17
Place: Wichita
Info: 316-267-6677; www.bikersedge.net

LOUISIANA
State HOG Rally
Date: Apr. 1-4
Place: Shreveport
Info: 866-342-7HOG
www.laststatehogrally.com

Crow Road Crawfish Boil
Date: Apr. 23-25
Place: Natchitoches
Info: 318-356-8570

Louisiana Bike Expo
Date: Apr. 30-May 2
Place: Superdome
Info: 877-991-7433
louisianabikeexpo.com

MARYLAND
Beast of the East
Date: Apr. 16-18
Place: Ocean City
Info: www.delmarva bikeweek.com

MICHIGAN
Motorcycle Swap Meet
Date: Apr. 4
Place: DeltaPlex, G.R.
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Apr. 18
Place: Detroit
Info: 800-968-4242
www.motorcycle swap.com

Motorcycle Swap Meet
Date: Apr. 25
Place: IMA Arena, Flint
Info: 800-968-4242
www.motorcycle swap.com

MINNESOTA
Great North Bike Show
Date: Apr. 24
Place: Duluth
Info: 715-374-3777

Billboard Party
Date: Apr. 24
Place: Superior
Info: 715-374-3777

MISSISSIPPI
South Miss. Bike Rally
Date: Apr. 30-May 2
Place:Hattiesburg
Info: 601-582-3232
www.southmississippi bikerally.com

MISSOURI
Easyriders Bike Show
Date: Apr. 3
Place: Bartel Hall, Kansas City
Info: 800-962-9857
www.easyriders events.com

Swap Meet
Date: Apr. 25
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

NEVADA
Laughlin River Run
Date: Apr. 21-25
Place: Laughlin
Info: 714-694-2800; 800-357-8223
www.laughlin riverrun.com

NEW HAMPSHIRE
NHMRO Flea Market
Date: Apr. 25
Place: Hopkinton State Fairgrounds
Info: 603-437-9464
www.NHMRO.org

NEW MEXICO
Annual Bike Show
Date: Apr. 3-4
Place: Otero County Fairgrounds, Alamogordo
Info: 505-434-7771

NEW YORK
Designs Through Time M/C Exhibit
Date: Feb. 28-Jun. 6
Place: Albany Institute of History & Art
Info: www.designs throughtime.com

NORTH CAROLINA
Outer Banks Bike Weekend
Date: Apr. 9-11
Place: Nags Head
Info: 757-491-6539
www.harleybay.com

Spring Rally
Date: Apr. 16-17
Place: Maggie Valley Festival Grounds
Info: 828 298-1683

Cherokee Survivor's Spring Rally
Date: Apr. 23-25
Place: Fairgrounds, Cherokee
Info: 828-497-2779
www.cherokee rally.com

Chris Bowden Memorial Motorcycle Scholarship Show
Date: Apr. 24
Place: Lumberton
VB112776@aol.com

PENNSYLVANIA

Rev and Roll Motorcycle Expo
Date: Apr. 16-18
Place: Pittsburg
Info: 412-351-7466
www.revandroll.com

Police Survivors Run
Date: Apr. 18
Place: Philadelphia
Info: 609-417-7627
policesurvivors.com

Leather-Lace Poker Run
Date: Apr. 24
Place: Emmaus
Info: 518-747-7899
leatherandlacemc.tripod.com/lace

SOUTH CAROLINA

Motorcycle Week
Date: Apr. 14-18
Place: Charleston
Info: www.charlestonmotorcycleweek.com

Heritage Bikr Rally
Date: Apr. 14-18
Place: Ladson
Info: 843-767-4258
www.heritagemotorcyclerally.com

Charleston Motorcycle Week and Events
Date: Apr. 14-18
Place: Charleston
Info: www.charlestonmotorcycleweek.com

Annual Hogabaloo
Date: Apr. 14
Place: Charleston
Info: 843-853-2221

TENNESSEE

Blessing of the Bikes
Date: Apr. 10
Place: River Park, Chattanooga
Info: 423-313-1663
www.cmachattanooga.com

Break'em Out Rally
Date: Apr. 16-18
Place: Dunlap
Info: 423-949-5464
www.choppervilleusa.com

TEXAS

Big Bend Ride
Date: Apr. 2-4
Place: New Braunfels to Big Bend
Info: 210-824-3828
ComalRiverRiders.com

Hill Country Thunder
Date: Apr. 16-18
Place: Wimberley
Info: 512-847-3787
lavfw-wimberley.org

Texas Rally
Date: Apr. 21-24
Place: Somerville
Info: 281-558-HAWG

River City Bike Fest
Date: Apr. 29-May 2
Place: San Antonio
Info: 210-336-0619
rivercitybikefest.com

Waltz Across Texas
Date: Apr. 30-May 2
Place: Marble Falls
waltzacrostexas.org

VIRGINIA

McGuire Vets Poker Run
Date: Apr. 24
Place: McGuire VA Hospital, Richmond
Info: 804-541-3735

WYOMING

Chrome on the Range
Date: Apr. 3
Place: Casper
Info: 307-259-3796
www.chromeonthe range.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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#8-220 Skull Cateye Light w/bulb $19.95
#8-215 Maltese Cross w/LED Call for Price
#8-255 Twin Bulb Cateye* Taillight $49.95
#8-182 5-3/4" Halogen Chrome Aluminum Bullet Headlamp $102.95 ea.
#8-197 7" Halogen Light $37.95 and up
#11-120 Chrome Horse®
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V-Style Rear Turn Signal Kit #11-203 $78.95 kit
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#19-136 Fender $21.95
#38-280 14" Over Stock Fork Tubes $114.95 pr.
#117-35 Billet Front End for FXST $679.95 kit
#85-181 Softail® style Stk. Width Frame $599.95 ea.
#85-183 200 Series Wide Rigid Frame $639.95 ea.
#50-5 Drag Bars $13.95
#35-66 Rail Grips $11.95
#50-1 1.25" Dia. Mammoth Bars $64.95
#97-234 Rolling Motorcycle Lift $99.95 ea.
#34-126 9.5" Pullback Risers $42.95
ThunderVolt Maintenance Free Batteries $24.95 and up
#87-89 Complete Kick Stand Kit for FL, FX & Softail® $38.99
#29-72 Billet Triple Trees $199.00
Springer® Front End #117-25 w/shock $1,095.00 #117-94w/o shock $589.95
#123-27 Universal Floorboards $32.95 set
Zamp Helmets $39.95 & Up
Chrome Horse® Billet Forward Controls For Big Twin
#47-280 Polished $299.95
#47-281 Chrome $394.95
Continental Tires Starting @ $69.95 ea.
#116-145 Airtail for Softail® $519.95 kit
#116-147 Compressor Kit $494.95 kit
#29-76 Blind Triple Trees $224.95
Maltese Mirror
#46-132 Cutout Stem Right &
#46-133 Cutout Stem Left $29.90 pr.
#46-130 Universal $6.95 ea.
#90-675 Chrome Horse® II Billet Aluminum 4 Piston Caliper Assy. $194.95 kit
#57-169 Dakota Digital Speedo/Tach $299.95 ea.
40 Spoke Wheels start @ $139.95 ea.
#117-50 Polished Fork Tube Assy. FXSTC, Dyna®, FLSTC & FLSTF $269.95 pr.
Skull Mirrors
#47-231 Right $24.95
#47-232 Left $24.95
#47-256 Handlebar Control Kit $129.95
Front End #117-105 $794.95
60 Spoke Wheels $179.95 ea. and up
2-Lite Dash Kits
#57-103 1:1 Ratio $84.95 kit
#57-101 2:1 Ratio $88.95 kit
Avon Roadrunner AM21 Rear 230/60H15 #4-499 $184.95 ea.
#46-142 Turn Signal Mirrors w/LED front & back Set $81.95
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Derby Cover / Vertical License / LED Taillight #8-233 $174.95
Top Fuel Street Drive for Softail® '90 & Up #58-518 $1675.00
#42-156 Mikuni Easy Kit $249.95
#42-52 S&S Fuel Injection Induction System $1295.95 kit
#42-116 Fixed MainJet Bendix Carb $145.95 ea.
#21-365 Locking Flush Mount Gas Caps $26.95 set
#20-32 Smooth Top Stretched Gas Tanks for Sportster® '82 & Up $212.95
#73-55 Frame Following Finned Billet Oil Cooler $56.95
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#53-33 HI-4 Powerlink Programmable Ignition Big Twin '70 to '88 $184.95 kit
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Easynews

If it's of interest to bikers, we'll print it.

Hall of Fame

Captain America Now On Permanent Display

Wanna get an up-close glimpse of real history... real Motorcycle-Americana? Currently on display at the National Motorcycle Museum & Hall of Fame is the original Captain America chopper from the groundbreaking film *Easy Rider*. Although there's lots of imposters out there, this is the real McCoy as verified by Mr. Easy Rider himself, Peter Fonda.

In a ceremony at the museum last Labor Day weekend, Peter signed papers *(above left and below)* confirming that this red, white and blue chopper is the only authentic Captain America in existence. "This is the only one of two bikes which was built and ridden during the rigors of film production in the 1969 movie *Easy Rider*," Peter explained. It was used for the crash sequence at the end of the film. Peter later gave it to actor Dan (Grizzly Adams) Haggerty "as a memento for his work in the film."

Haggerty, who had a small part in the film, was the original builder of the bike, and later restored it at his home in Woodland Hills, California, the NMM&HOF says. For a brush with history, check out the Museum at 200 East Main Street in Anamosa, Iowa. For info call 319-462-3925 or log on to www.nationalmcmuseum.org. —*Nomad*

Photos: Courtesy M/C M-HOF

EPA UPDATE: Street Bike Emissions Standards

FINAL RULE FOR STREET BIKES

The Environmental Protection Agency (EPA) issued its final rule for street bike emissions on December 23, 2003. Although it has not yet been published in the Federal Register (anticipated publication in January 2004), you can view the EPA's "Final Rule for Cleaner Highway Motorcycles," along with support documents, online at www.epa.gov/otaq/roadbike.htm.

According to the EPA, Tier 1 of these new rules will "affect new motorcycles produced for the 2006 and later model years," with Tier 2 taking effect in 2010. The MRF and SMROs nationwide have been working vigorously to affect the final rule regarding new street emissions standards for over three years. The MRF would like to highlight the following points following our preliminary review:

Small-volume manufacturers with fewer that 500 employees worldwide and producing fewer than 3,000 motorcycles in the U.S. are not required to comply with Tier 1 standards until 2008, and small-volume manufacturers are not required to comply with the Tier 2 standards at all. From the start, the MRF and SMROs across the country have been working diligently to protect the small-volume manufacturers from potential bankruptcy, and our efforts are reflected in this exemption.

Unfortunately, the EPA still feels that "new emission standards are not expected to have any adverse affect on the aftermarket industry." They go on to state, "The aftermarket parts industry is a substantial part of the motorcycle industry and can readily and successfully adapt to any changes that might result from this rule." Furthermore, the EPA states that, "In addition, the vast majority of aftermarket items have nothing to do with emissions, and thus will be unaffected." Obviously, the questions that the MRF and SRMOs have been asking for the past three years got their attention, but this is not the answer for which we had hoped.

There is a once-in-lifetime exemption for a custom or kit bike for your own personal use, as long as you don't sell it for at least five years. The EPA points out, however, that "this exemption would not cover a case in which an entity purchases a kit, assembles the kit, and then sells it to another party; this would be considered to be the sale of the complete motorcycle."

Forty-four members of Congress joined Congressmen John Shimkus (R-Ill.) and Ted Strickland (D-Ohio) in sending a letter to the EPA in May 2003, at the request of the MRF and SMROs nationwide. The letter asked some very pointed questions regarding the proposed emissions standards for street motorcycles, and this final rule reflects the impact of that letter. The MRF would like to extend its sincere appreciation to all the individuals and organizations who have worked with us for the past three years to affect these final rules for street bike emissions standards.

The MRF is conducting an in-depth analysis of this complex rule and will be reviewing strategies in the days to come.

—*MRF*

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2000	30	31	32			

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1996	5	6	7	8	9	10
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Coast to Coast

Biker News

CONGRESSMAN RESIGNS AFTER GUILTY VERDICT IN BIKER'S DEATH : Representative William Janklow, South Dakota's lone congressman and former four-term governor, will resign now that he's been found guilty of manslaughter in the death of a Minnesota motorcyclist who crashed his Harley-Davidson into Janklow's speeding Cadillac as it blew through a stop sign at a rural intersection in eastern South Dakota this summer.

Police investigations revealed that Janklow was driving in excess of 70 mph in a 55 mph zone when he failed to stop and proceeded into the path of motorcyclist Randolph Scott, a 55-year old farmer from Hardwick, Minnesota, who had no chance to avoid the collision.

On December 8th, jurors from Janklow's hometown of Flandreau, South Dakota, took just five hours of deliberation to reject defense arguments that Janklow was suffering a diabetic episode that impaired his judgment and found him guilty on all counts, including second-degree manslaughter, reckless driving, speeding and running a stop sign. The Moody County jury of eight women and four men was not allowed to hear evidence about Janklow's spotty driving record which included numerous speeding tickets, so they reached their verdict based solely on the facts of the August 18th wreck.

Janklow faces up to 10 years in prison as a result of his conviction. As this magazine went to press, Janklow was schedule to be sentenced January 20th, the effective date of his resignation from the U.S. House of Representatives. He could also face further civil actions by the Scott family.

SENATOR CAMPBELL RELAYS BIKERS' CONCERNS TO NHTSA: U.S. Senator Ben Nighthorse Campbell of Colorado, a longtime motorcyclist and champion of bikers' rights, has sent a letter to the National Highway Traffic Safety Administration expressing concern over NHTSA's recent actions in regards to motorcycling issues.

In particular, Campbell's December 10th letter is critical of the federal agency's attempt to promote helmet laws through the United Nations, and the

rewarding of a contract to complete a study of "Characteristics of Motorcycle Operators" which was improperly awarded six months prior to a public comment period requesting input on the study.

Campbell is one of several lawmakers who serve on the National Coalition of Motorcyclists Legislative Task Force (NCOM-LTF), and he has always stepped up to bat on important issues effecting America's motorcycle riders.

NEW MEXICO EATERY NOW WELCOMES PATCH HOLDERS: The New Mexico Confederation of Clubs is celebrating their first victory. For over a year, an Albuquerque, New Mexico, restaurant called the Easy Rider's Grill (no affiliation to *Easyriders* magazine) had a sign posted stating that club colors were not allowed in the restaurant. As a result, the NMCOC had established a boycott of the popular restaurant and contacted the owner of the restaurant and adjacent Easy Rider's Motorcycle shop about the sign, and is pleased to announce that Reinhart "Rhino" Sherman, president of the NMCOC, managed to convince him to remove the sign; therefore the NMCOC considers Easy Rider's Grill—recently renamed "Rio Grande Big Dog"—to be on the list of COC friendly places.

The NMCOC plans to use this event as a benchmark to convince other eating and drinking establishments to remove similar discriminatory signs.

CANADIAN BIKER BEATS NOISE RAP: Ontario Confederation of Clubs independent member Ted Cairns, on the afternoon of May 18th while riding his 2002 Harley FLSTC at the legal speed through the Peterborough area in the Canadian province of Ontario, was stopped and ticketed for "unnecessary noise." The police officer ran a tape measure up his Vance and Hines Longshots exhaust system, deemed them illegal on the spot, and handed Cairns a ticket for $110.

During his trial on December 8th, Cairns lawyer David Ross pointed out to the court that the Highway Traffic Act does not define "unnecessary noise," and showed the judge several cases of law that have been overturned on this basis. In all these cases the judges ruled that unnecessary noise had to be a direct and purposeful action of the defendant at the time of the charge or the unnecessary noise would not be subject to criminal charges. In Cairn's case, the Crown Attorney argued that the simple act of switching from a stock exhaust system to the Vance and Hines was the act that created the unnecessary noise. The judge disagreed with the Crown and the case was dismissed.

"We can see that through this decision that Bill 241 (aka the Street Racing and Vehicle Modification Act) is a little less stronger than it used to be," said Brian Dodds, recording secretary for the Ontario Confederation of Clubs. "By picking away at this ridiculous law, it can be amended or even repealed."

BRITISH POLICE CONFISCATE "NUISANCE MOTORCYCLES": A four-wheel all terrain vehicle (ATV) and three motorcycles have been confiscated by police in Burnley, U.K., as part of their continued crackdown on "motorcycle nuisance." The four vehicles were taken away by police in response to a catalogue of complaints from residents on the Kibble Bank estate about motorbike riding. The owners of the vehicles received verbal and written warnings prior to their bikes being taken away. In removing the vehicles, police were exercising new powers that enable them to seize bikes that are causing alarm, distress or annoyance. Complaints reportedly eased considerably following the seizures. Meanwhile, Burnley police pledge to "keep up the pressure on those reckless motorcyclists."

QUOTABLE QUOTES:
"Bad laws are the worst sort of tyranny."
—Edmund Burke, British political writer and statesman (1729-97)

—Bill Bish, NCOM

Industry Buzz

Covell Creates Metalwork

Ron Covell, sheet-metal artist, columnist, teacher and legend has hit the road once again with his acclaimed metalworking workshop. Over the last 11 years Ron has taught "shaping and sheet metal repair with simple hand tools" to thousands of eager novices and journeymen nationwide. The workshops are

Photo: Courtesy Covell

open to people at all levels of experience. Ron says an important part of these sessions is sharing experiences. Not every craftsman sculptures metal in the same manner. Techniques vary, and in hashing out these differences, the participants gain a wider perspective, Ron says.

Classes range from creating motorcycle fenders and gas tanks to beginning steel and aluminum to advanced steel and aluminum and much more in between. This year's schedule takes Ron's workshop from California to Arizona, Washington, Oregon, Ohio, Illinois, Missouri, Pennsylvania, Florida, North Carolina, Connecticut and Hawaii. For dates, venues and fee, Ron can be reached at 1-800-747-4631, 831-768-0705, covell@cruzio.com, or check out his Web site at www.covell.biz. *—Nomad*

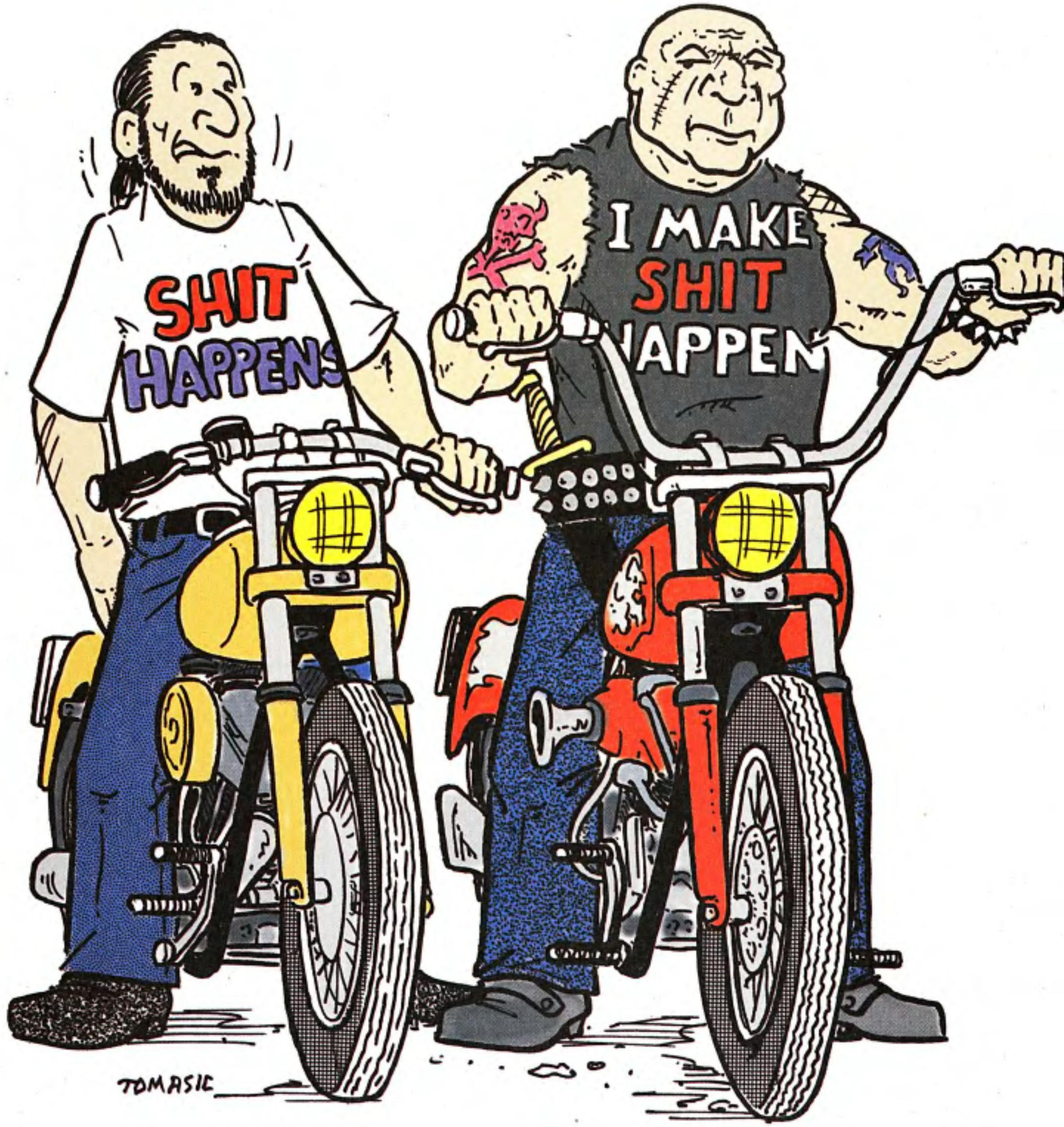
Legalese

California's Black Box Law Is A Joke

In September, California became the first state to adopt a law that addressed the issue of event data recorders (or black boxes) in automobiles. When a crash occurs, these black boxes record certain factors seconds before the accident. The actual information recorded varies widely depending on the type of recorder. It could be something as simple as whether the air bag deployed, or as complicated as what speed your vehicle was traveling at, as well as if you were braking at the time of the accident.

One thing this law (which goes into effect July 1, 2004) has accomplished is that it brought attention to this issue. Attention that has been sorely lacking. The majority of drivers don't even know these devices exists, let alone the potential that the car's information could be used against them.

CONTINUED ON PAGE 31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HAPPENS
I MAKE
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HAPPEN
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California Black Box Law CONTINUED

Most car owner's manuals only have a sentence or two that tell you that your vehicle has a black box. This new law will now require carmakers to provide more information concerning these devices. While this new legislation does require the disclosure of these devices, the privacy protections outlined in this law are a joke.

If you look closely, you can see this really doesn't restrict anything. If you've been in an accident, it would be very easy for the court to order this information to be collected. No protection.

This isn't even close to being the "privacy act" that the politicians are touting it to be.

—National Motorist Association (NMA)

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G.
H.
I.
J.

TalkingTech

WRENCH,

I own a 1998 Deuce with the electric fuel injection. The Deuce is cool, but I want it to look more like Indian Larry's panhead. Can I replace the injection with two Stromberg 97 automotive carburetors? A guy I know is willing to trade the Strombergs from his '32 Swedish-style flathead highboy for my EFI. Will the EFI work for him?

Lee
Via the Internet

This is a difficult swap, but it can be done. First, remove the gas tank. You will find three wiring bundles. One goes to the terminal board behind the seat, another to the fuel pump/ignition module, and the last one to the fuel rail inlet valve.

After releasing the Dzus fasteners and wiring harness, loosen the cap screws that secure the throttle bodies to the manifold and remove them. The Strombergs and Delphi throttle bodies have the same bolt pattern, so the Strombergs should bolt right up to the EFI manifold.

The stock throttle cables will work, sort of, but they won't open the butterflies all the way. You can resolve that by removing 3/16 of the outer cable and taking up the difference with the adjusters.

An S&S Two Throat backplate will fit the Strombergs on the EFI manifold perfectly if you enlarge the mounting holes and bores with a tapered reamer, but you will have to relocate the cable bracket to the bottom of the idler motor. Jetting is no big deal, except that the Strombergs will be too rich above the 6,200 rev limit. You can fix that by drilling a 0.060-inch hole in each carburetor, just past the injector nozzle.

The Delphi fuel pump will make too much pressure for the injectors and flood them. Disconnecting the green wire will fix that, but tape up the ends so you don't get sparks and blow everything straight to fucking hell.

You'll need an ECU, but you can use any PC with Windows 98 or later if you buy a three-strand serial port cable of the proper length. Radio Shack part number 81-3755A should do the trick if you back it up with a radial adapter and three-way orange-green-orange resistor.

WRENCH,

I think a cone-motor knucklehead is the coolest thing I have ever seen and I want to build one. The main thing that concerns me is the oil return system. I know it would make more sense just to use external oil return lines from the left side of the lower tins, but I think they spoil the looks of the engine and I don't want to do that.

I understand that I will have to modify the right case to accept the knuckle lifter guides, and I think there must be some way to modify it to suck the oil down from the top end into the breather chamber like the original knuckle did. Should I use a knucklehead breather gear?

Felony Fred
Manning, South Carolina

That's a 10-4 about the breather gear, but for the rest of the conversion I called a buddy in Denver who has been riding a cone-knuck for many years to ask how he modified his cases. He replied that I should let you figure it out for yourself and drag your balls through broken glass like he did.

I'd recommend you use a combination of light bulbs and glass pop bottles, the latter of which you should be able to find at any antique shop. Smash the pop bottles first, but be sure to use safety glasses and heavy gloves, and wear long sleeves. Since you're going to be dragging your balls through the glass, pants and a safety jock are optional.

MUDFLAP,

I am curious why you don't see sissy bars any more. Are they dangerous, or have they become unpopular with today's builders because they're just decorative and not functional?

Old Kat
Ripped Nads, Oklahoma

Yes. Thousands of people were injured by sissy bars in the '60s and '70s. More than 50 were beheaded in Frisco during The Summer of Love alone. The name has something of a negative connotation, too, even today.

As you pointed out, sissy bars are strictly ornamental. Fifty-pound steel-plate fenders require no support, and the need to pack anything on a modern chopper has been obviated by squadrons of media vans and film crews who are only too happy to haul clothes, tools, spares, and other essentials. Most film crews will haul contraband too, if you don't tell them about it.

WRENCH,

I have had enough of this Rubbie fat tire craze, if you get my drift. I am going to try something a little different. My Uncle Horst has a used SS Klein Panzer half-track from WWII and I want to replace the 130 tire on my E-glide with one of the tracks. I know that the swingarm and fender will have to be widened significantly and the sprocket offset, but what other problems will I encounter? Will chrome hold up on the track?

Wehrmacht Gonzales
Tornlung, Nevada

You'll need a track breaker, Afrika Korps part number 188-7338, to get the track off the mini-Panzer. The metric versions are hard to find, although you may be able to get one on eBay. Otherwise, just grind the ends off both pins of one of the connecting links and tap the link out with a 1-inch drift and 12-pound sledge.

Jack your E-Glide up high enough to install the track and carrier, and be sure it's firmly supported so it won't fall over and injure you. Just peen the pin ends into the track bushings when you reconnect it on the bike.

Rather than widen the swingarm, eliminate it by using the single-sided track support rail from Chez d'Kustom in Boca Raton, Florida. That will lend the illusion that the track is not connected to the rest of the motorcycle.

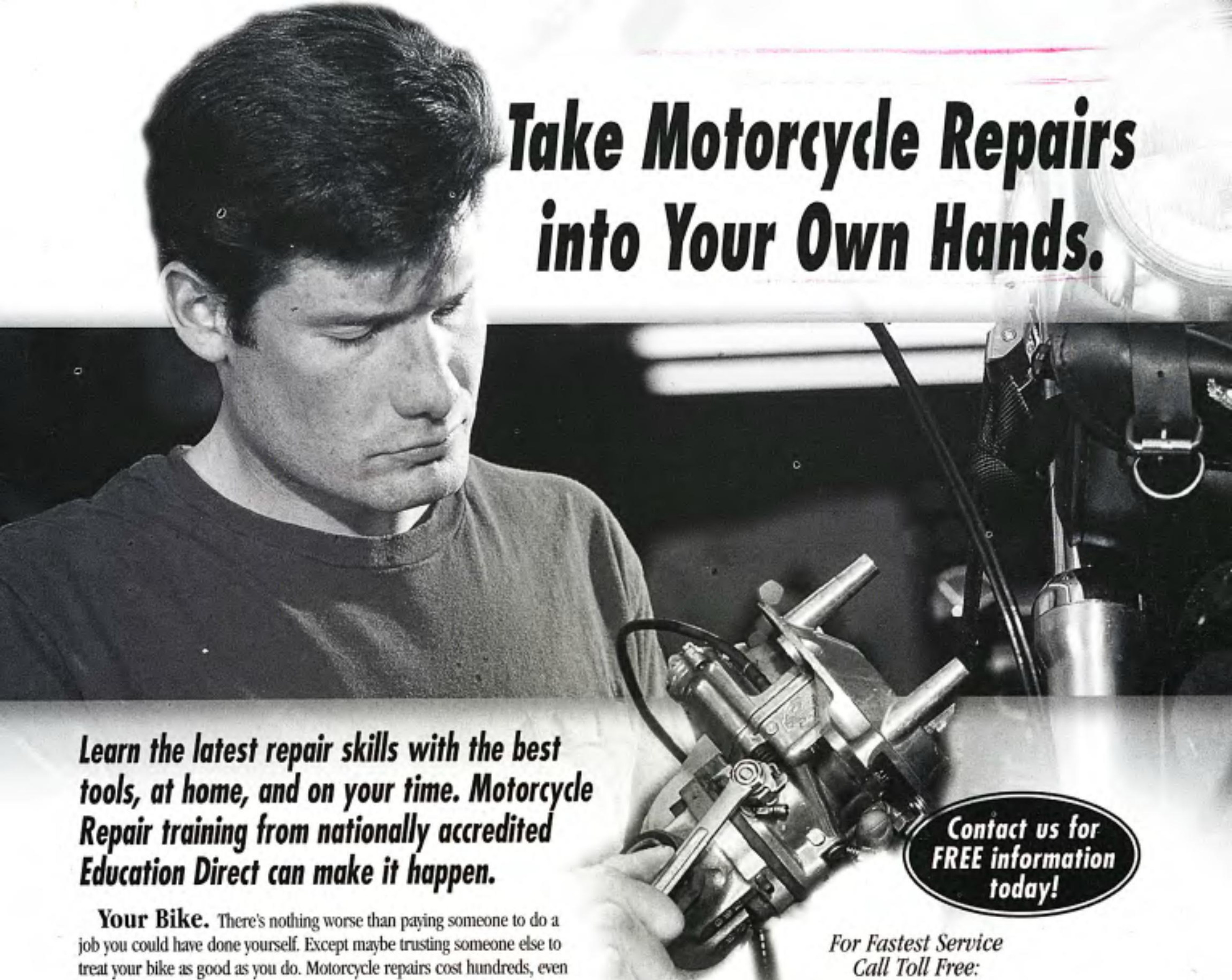
Today's designer fenders are beautiful to behold, but check your local boat trailer salvage yard for a less costly alternative.

About the chrome, be sure to use industrial hard chrome instead of copper-nickel-chromium "show chrome" for increased durability. Hard chrome is self-lubricating, too, if you get my drift.

Happy April Fool's to all

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



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* Growth figures represent a ten-year period ending 2010. Source: *National Industry-Occupation Employment Matrix*, a publication of the U.S. Bureau of Labor Statistics.

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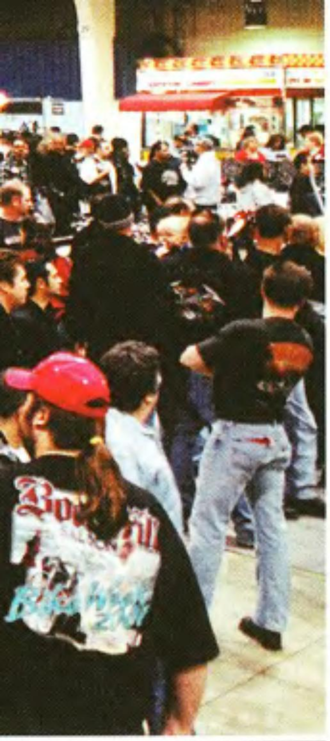

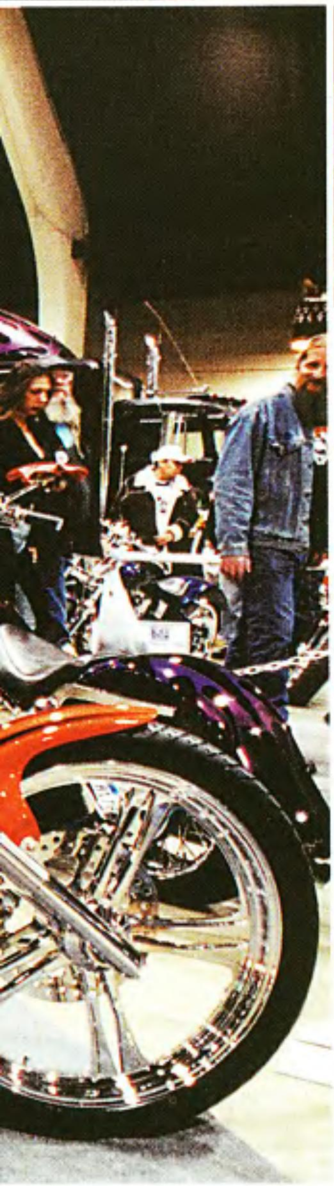

The Easyriders Centerfold Tour began with a bang this year as traffic backed up for miles around the Pomona Fairplex and the line to get into the Bike Show snaked out of the display building, down the block and around the Sheraton Hotel. Our Bike Show took a year off in Pomona, California, last year and it seemed that everybody and their brother turned out to welcome us back! This year's show also offered the best collection of dazzling custom motorcycles that we've ever seen.

Picture perfect January weather in SoCal made for good riding to the show as bikers flocked in from all over the Golden State, some riders coming from Nevada and Arizona. New to the Bike Show season was the Centerfold Tour wherein we invited six of the best bike builders on the planet to come out and play. We're talking stellar chopper

THE *EASYRIDERS* BIKE SHOW IS BACK!

PACKED IN POMONA

builders such as Billy Lane, Eddie Trotta, Kim Suter, Kendall Johnson, Paul Yaffe and Tom Langton. Each of the builders brought gorgeous bikes to display and Billy, Kendall, Paul and Tom were on hand to sign autographs, take pictures with adoring fans and shoot the shit. Our Centerfold builders also acted as celebrity judges, helping the editors of *Easyriders*, *V-Twin*, *In The Wind* and *Biker* magazines pick the cream of the custom crop.

The packed house of event-goers rocked to the tunes of a band called Blackberry Smoke, drooled all over the Purrfect Angelz sexy dancers and admired the hundreds of classy custom scoots that jammed the hall. There were more vendors this year than ever so you could find just the right momento of your visit and there was plenty of beer on sale to help you decide which of the Spectator class bikes to vote for. Performance Machine brought out their awesome collection of custom rides as did Johnny from L.A. Choppers, Kevin and Mona from Big Bear Choppers, Billy and Nick from Choppers Inc., the crew from Lucky 7 Choppers and many more.

A feeding frenzy of new chopper-based TV shows keep sprouting up these days and video cameras seemed to be everywhere you turned at this show, including our own which were there to shoot part of our pilot episode of *V-Twin Cycle TV*. Y'see, the Teresi Dyno-Drags truck was right outside the hall and we flew in the fastest Dyno-Drags racers from 2003 (based on the best times at 43 motorcycle runs, rallies and events across the country) for a televised shoot out. Who won? You'll have to watch *V-Twin Cycle TV* to find out, the show will air in a few months.

If you missed this Bike Show, don't worry, we have more and they're coming to a town near you. We'll be in Dallas on March 20th Denver on March 27th, and Kansas City, Missouri on April 3rd so come on out and meet the builders in our Easyriders Centerfold Tour! Special thanks to the Action Promotions crew and our great sponsors, Carolina Custom Products, Performance Machine, Belt Drives Limited, Biker's Atlas, Avon Tires, and Defiant Customs.

— *Phantom Dave*

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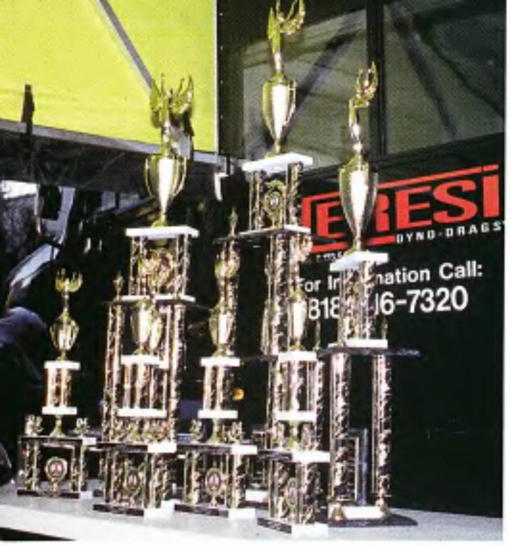

EASYRIDERS BIKE SHOW

POMONA BIKE SHOW WINNERS

SPECTATOR CLASS

Best of Show

1. Death Valley Choppers	Lancaster, CA	2003 Chopper
2. Tory Stone	Anaheim, CA	2004 Stone Chopper
3. Chris Campbell	Anaheim, CA	2004 Chopper

Easyriders (best custom bikes)

1. Bob Carrillo	Palmdale, CA	1953 Harley-Davidson Panhead
2. Buzz Sitzler	Phoenix, AZ	2003 Custom
3. Lonny Spiva	LaHabra, CA	2004 Spec. Const.

In The Wind (highway bikes)

1. Gregory Rush	Azusa, CA	2001 Spec. Const. Dresser
2. Jack Moore	Walnut, CA	1997 Harley-Davidson Dyna FXD
3. Donald Cornell	Palmdale, CA	1978 Harley-Davidson FLH

Biker (old school bikes)

1. Bob Carrillo	Palmdale, CA	1947 Harley-Davidson Knucklehead
2. Garland Frye	San Diego, CA	2003 Spec. Const. Rigid
3. Greg Berube	Pinon Hills, CA	1976 Harley-Davidson FX

V-Twin (street cruisers)

1. Erik Markus	Acton, CA	2004 Custom War Eagle
2. Damani	Inglewood, CA	2003 Spec. Const.
3. John Wiley	Anaheim, CA	2002 Spec. Const. Pro-street

Early-Riders Class

1. James Gray	Valencia, CA	1949 Harley-Davidson WL
2. Mike Fisher	Oakdale, CA	1941 Indian Four
3. Richard Bunch	Monrovia, CA	1914 Harley-Davidson Racer

JUDGED CLASS

Best of Show

1. Steve Frasco	Chino Hills, CA	2002 Spec. Const. Chop
2. Rudy Castill	Monrovia, CA	2003 Pro-One Rigid
3. Johnny Chop	Huntington Beach, CA	1979 Harley-Davidson F.U.

Best Radical Class

1. Brian Hardin	Bermuda Dunes, CA	2003 Mitch Bergeron Custom
2. Phoenix Choppers	Phoenix, AZ	2004 Custom Chop
3. Twisted Metal	Irvine, CA	2004 Twisted Chopper

Best Street Custom

1. Michael Hardin	Long Beach, CA	2003 Spec. Const.
2. Jerry Howe	San Diego, CA	2002 Dyna Custom
3. Scott Irvine	Mesa, AZ	2003 Class Act Custom Rigid

Best Specialty Class

1. Chica Custom Cycles	Huntington Beach, CA	2003 Speed Racer
2. Scott Craig	Rosemead, CA	1950 Harley-Davidson Panhead Bobber
3. Zero Engineering	Tigard, OR	Zero-style Harley-Davidson

Best Antique Class

1. Kevin Goe	Las Vegas, NV	1959 Harley-Davidson Duo-Glide
2. Don Whalen	Monrovia, CA	1915 Indian Racer
3. Robert R. Link	San Clemente, CA	1948 Indian Chief

Editor's Choice Award

Scott Long	Santa Cruz, CA	1966 Central Coast Cycle Chopper

Best Display Award

Brian Rosser	Folson, CA	2002 HMC Chopper

Luster Lace and Gloss Award

MGS Custom Bikes	Lancaster, CA	2004 MGS Chopper

Photos: Markus Cuff

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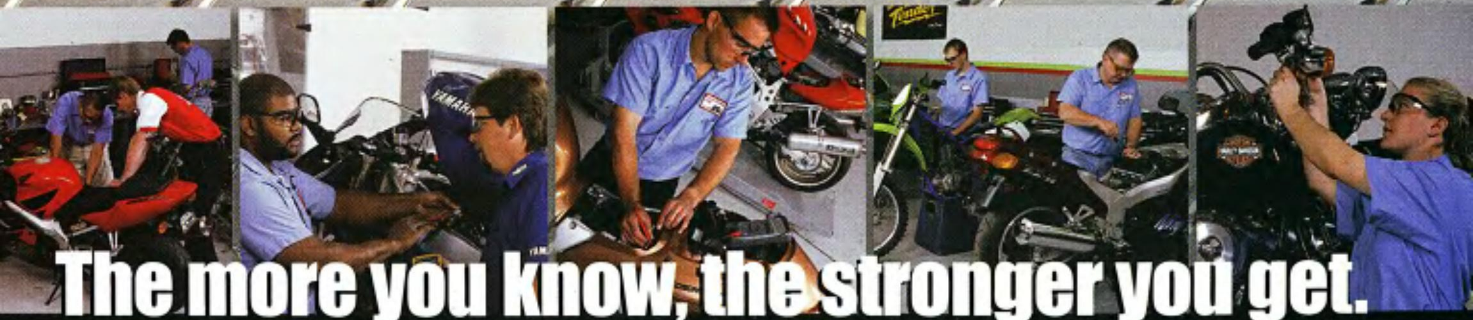

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REDNECK ENGINEERING'S RIGID BUELL

The Mutant Conversion

A few years back when Vince Doll left one career to start another in the custom-bike business his plan for Redneck Engineering was to offer the average guy everything he'd need to build a cool bike without breaking the bank. He'd worked up a classic-looking hardtail frame-and-sheet-metal kit that could use cheap and readily available ironhead Sportster parts to complete the package.

The idea was to sell this builder's kit for only a few thousand bucks, then, in conjunction with a motorcycle already owned or bought on the cheap, just about anyone could put together something really special. We're talking a bike that could stand up and hold its head high parked next to a custom costing four times as much. Good idea, but as things turned out plans for that affordable chopper had to be back-burnered for a while, as orders for Redneck's other offerings, big-twin chopper frames, kit packages, rollers, and runners, took off like a flash and haven't slowed since.

But now, finally, the guys were able to clear the tables a little and get back to the original deal—with a twist. Instead of basing that low-dollar custom kit around Sportster goods they've used Buell parts, and instead of a traditional chopper the low-cost custom is more of a streetfighter with a nasty, no-foolin' look and attitude. They're calling it the "Mutant Conversion Buell."

Mike Marquart, Redneck's president and owner of Mutant Conversion No. 1.

It's cool, and it's sure affordable. "Even paying for a professional paint job," says Mike Marquart, Redneck's president and owner of Mutant Conversion No. 1, "the average guy can build the bike we're looking at here for under $10,000, and that includes the price of a used Buell to cannibalize." Plenty of that old Buell gets stripped and re-used, too.

Redneck's frame package sells for $2,995, and that's for everything: the frame, rear fender, gas tank, seat pan, and oil tank (a basic frame, minus the tin, is $1,995). The kit is designed to accept as many of the stock Buell parts as possible, bolted right on. The rake and the height of the neck, for example, is positioned to accept a stock Buell front end. "And you use it all," Mike says, "the front brake assembly, the front wheel, front tire, even the front fender—everything comes right off the Buell." You can even keep the original Buell handlebar and controls if you want, but to get a little tricky this one's had its Buell riser clamp opened up to accept a 1-inch handlebar and some custom Harley controls (the Buell handlebar measures 7/8-inch).

Mike chose a generic drag bar, and considering the theme of the bike it looks great, right in place. Likewise, the Buell rear wheel, rear brake, and rear caliper are all reused on the Redneck frame, and you can even fit a 200-series tire onto that stock rim. This bike's been converted to chain drive, but the OE Buell belt and pulleys fit just fine.

"Buells come with some really cool components," Mike goes on. "They have a sweet working inverted fork, brakes that really work, plenty of power—they just look terrible." Not anymore, huh?

Not surprisingly, Redneck's phone has been ringing off the hook as they're taking orders for these kits. The Mutant Conversion works on all S-1, S-2, S-3, and Cyclone Buells—any of the models before the motor redesign. There are plenty of those donor bikes around, too, generally priced in the $3,500 to $4,000 range for a good one. Add that to the three-grand bill for the Redneck kit and Mike's $10,000 quote for a complete Mutant seems real possible. Maybe even a bit high.

More than just looking good, this is a bike that's got to be a blast to ride, no Buell-pun intended. Notably, Redneck's positioned the engine and transmission assembly dead center in the frame, something neither Buell nor Harley seemed able to accomplish. The bike is balanced. Amazing as it sounds, the Mutant Conversion can stand up by itself without the kickstand, kinda like that trick with a quarter on the bar top. This is one custom that'll get around a corner, and give you change. And other than the pipe, the hand controls and handlebar, the foot controls, and Drag Specialties headlight there isn't much else on this bike that didn't come in the Redneck kit, or wasn't pirated off the Buell.

Incidentally, the battery is neatly tucked underneath the transmission portion of the engine; the frame comes with the battery tray to put it there. And while this particular bike uses regular Softail-style forward controls, the kit accepts rear sets, too, which might fit some riders and riding styles even better.

There are all sorts of Redneck-trademarked features sprinkled throughout the Mutant, things like the axle blocks on that frame, for one example. That original Redneck Sportster chopper? That one is also ready to find a home in your garage, but we'll bet it'll have its hands full trying to catch the Mutant.

Call Redneck Engineering at 864-843-3001, or surf the Web over to their site: www.redneckengineering.com, if there's a badass Buell in your future. *—Joe Kress*

Owner: ....Mike Marquart
City:............Liberty, South Carolina

General

Fabrication: ..Redneck Engineering
Year/make: ....1998 Buell S-3
Model: ....Mutant Conversion
Assembly: ....Redneck Engineering
Time:..................................2 weeks
Chroming: ......Anti-Chrome Engine
Year: ....1998 Lightening
Rebuilder: ....Kendall Johnson Customs
Ignition: ....Headquarters
Displacement: 1200cc
Lower end: ....Harley-Davidson
Balancing: ....Kendall Johnson Customs
Pistons: ....Wiseco
Cases: ....Harley-Davidson
Heads: ....Headquarters
Cam: ....Headquarters
Carb: CV
Air filter: ....Buell/Race
Pipes:................Force Products XL StreetFighter

Transmission

Year/make: 1998/H-D, 5-speed
Shifting: ....foot
Engine sprocket: ....stock
Trans sprocket: 24-tooth
Wheel sprocket: 48-tooth

Painting

Molding: ....Gary Strait
Painter: ....Gary Strait
Color: ....graphite w/ cobalt blue
Type: ....House of Kolor
Special paint: ....stripping by Charlie Tyre

Frame

Year/make: ....2003 Redneck Engineering
Type: ......Buell Hardtail Conversion
Rake: 40-degrees
Stretch: ..3 inches out/1 inch down
Shocks: ....none

Accessories

Handlebar: ....Redneck Engineering drag
Risers: ....machined to 1 inch
Handlebar controls:Billet Concepts
Fenders: ......Russ Wernimont rear/ Buell front
Headlight: ....Drag Specialties
Taillight: ....Redneck Engineering
Speedo: ....none
Pegs: ....Billet Concepts
Foot controls: ....Billet Concepts
Gas tank: ......Redneck Engineering
Oil tank: ....Redneck Engineering
Seat: ....Redneck Engineering
Mirrors: ....Custom Chrome
Grips: ....Donnie Smith

Front end

Type: ....inverted
Builder:.....................................Buell

Wheels

Make: ....Buell
Size: ....17 x 3 front/17 x 5 rear
Tires:................Avon, 120-17 front/ 200-17 rear
Brakes:....................................Buell
Photos: ....Aaron Stevenson

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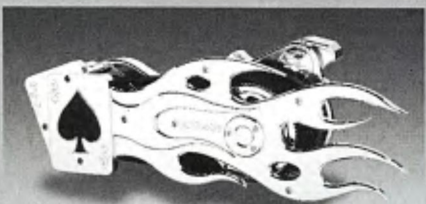

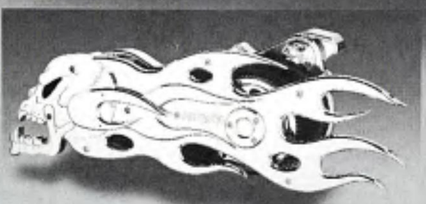

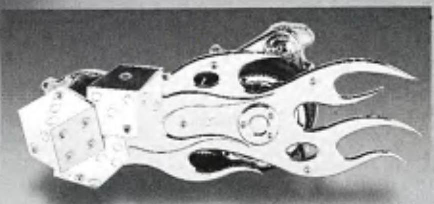

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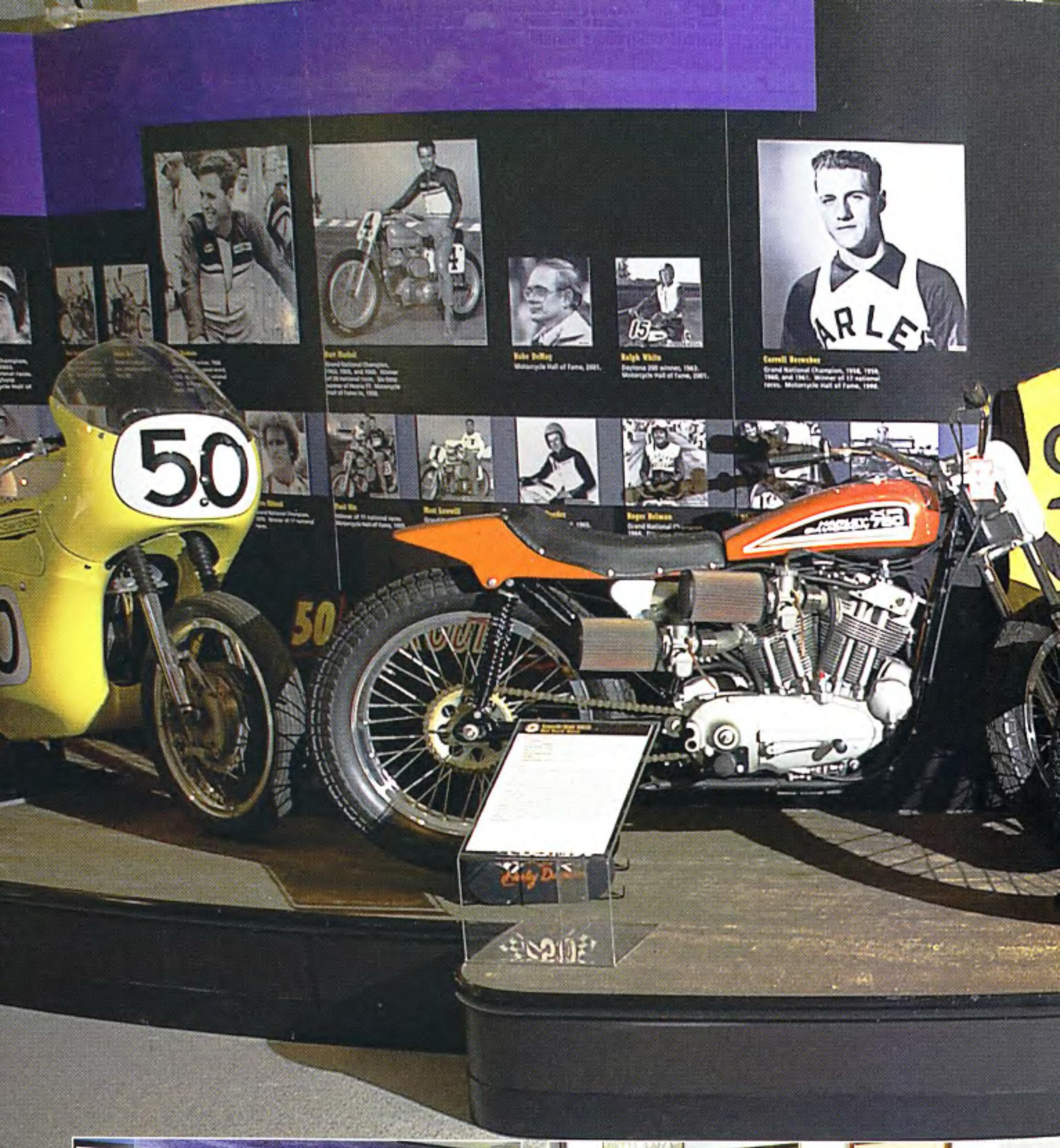
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HARLEY-DAVIDSON

AMA MOTORCYCLE HALL OF FAME MUSEUM

WHERE THE LEGENDS COME TO LIFE

Our freelance photographer, Michael Farabaugh, recently took in the AMA Motorcycle Hall of Fame Museum's all-new exhibit, Heroes of Harley-Davidson, presented by the folks at Progressive Motorcycle Insurance. The exhibit showcases some of the most fascinating (as well as least known) chapters in Harley-Davidson's long history.

The exhibit is the largest ever seen in the Hall of Fame, giving visitors an introduction to hundreds of men and women who have contributed their inspiration and innovation to the two-wheeled world. "Our Museum's mission is to share the incredible stories and preserve the rich history of motorcycling in America, and there is abundant opportunity to achieve both through this landmark exhibit," says Mark Mederski, executive director of the museum. "While the extensive collection of rare machines, artifacts, photographs and memorabilia is unique, we think that the human interest stories are the real stars of this exhibit."

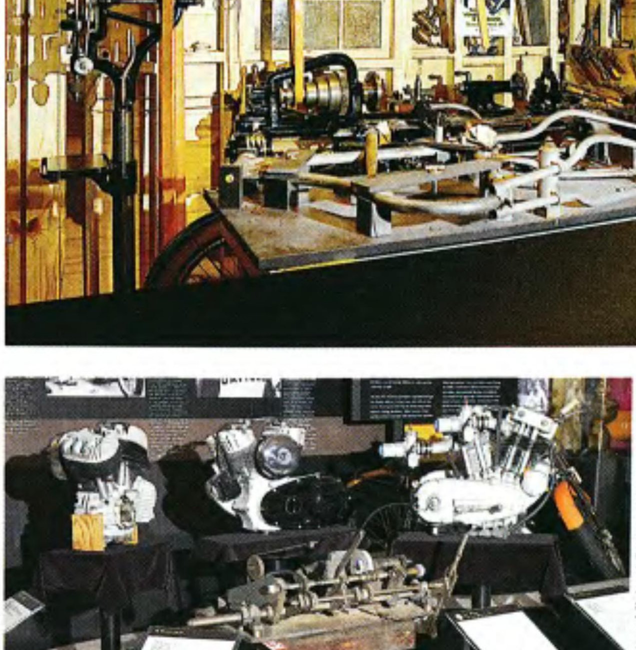
We couldn't agree more. From the boyhood friends with last names of Harley and Davidson who began building motorcycles in a simple backyard shed, to the engineering, design, racing and business heroes who helped put the products and the company on the map, visitors can check out hundreds of fascinating tales throughout the exhibit. Each of 22 different sections focus on a specific era, milestone or theme. There are also over 50 motorcycles on display including one of the best

collections of antique boardtrack racers you'll ever see.

The Heroes of Harley exhibit will run through December of 2004 so you have plenty of time to make a special trip to see this one-of-a-kind tribute to the people who have dedicated their lives to motorcycling.

The two-storey, 26,000-square-foot Museum opened in 1990, on the 23-acre campus of the AMA in Pickering, Ohio. For information about this great exhibit, the Hall of Fame, or general information about the Museum call 614-856-2222 or ride the World Wide Web at www.motorcyclemuseum.org.

—Dave Nichols



Photos: Michael Farabaugh

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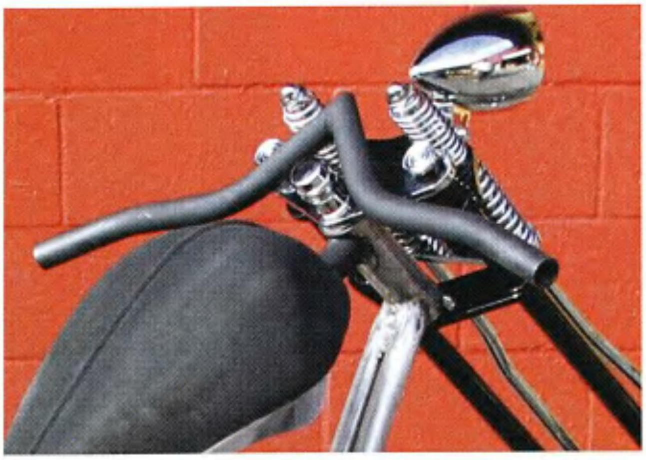
MY SISTER SAYS ALL HARLEY RIDERS ARE RICH– IS THAT TRUE?
TOM WOJAHN



Photos: Big Bear Choppers

A few months back, Kevin and Mona Alsop, owners of BBC, purchased a classic 1950 chopped and dropped flamed Mercury to ride around in. You could say the mind-blowing hot rod was the inspiration for this devilish ride. Both feature a ton of attitude, but the hardtail honey you're drooling all over here is a whole lot less expensive.

As you can see, this pavement pounder includes a custom rigid frame, tanks and rear fender, springer front end, Merc pipes, a 250 rear tire and your choice of a RevTech 100-inch or S&S 100-inch motor. What's that you say? Yeah, that's right, there's gonna be a kicker on this bad boy.

Besides being a killer custom scoot that looks like it has blasted from the fires of hell, the Merc is a chopper that you can afford. It's all part of Kevin and Mona's "a chopper in every garage" motto. You'll be able to order the Merc with spoke wheels or upgrade to Kevin's Spade or Web wheels and other goodies. We just found out that Custom Chrome is planning on carrying the Merc as part of its line of bike kits alongside BBC's Venom hidden-shock kit.

The Merc, Reaper and Venom bike kits are available from Big Bear Choppers right now. As with all of BBC's kits, you can buy it and build it yourself, or Kevin will be happy to put your dream ride together for you, to get you burnin' up the road on the highway to Hell.

Best of all, Big Bear Choppers is an official motorcycle manufacturer, which means that you won't have trouble getting your Merc registered or insured. Kevin has done all the hard work for ya. Check out the BBC Web site for more details at www.bigbearchoppers.com or call Kevin direct at 909-878-4340.

—Phantom Dave

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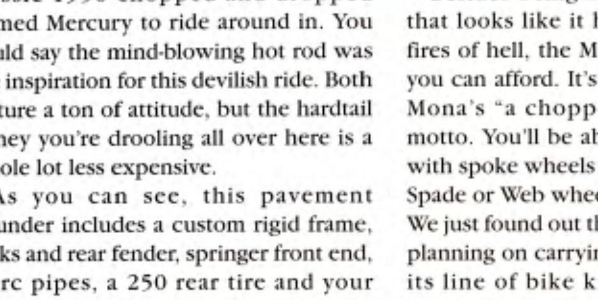

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Lust

MIDWEST CHOPPERS MEANS TO INSPIRE YOU

Take a really close look at the form you see poised on the pages spread in front of you. Take your time—follow the sleek, sensual lines and then let your eyes wander over every subtle curve she's got. Notice the way your eyes are drawn to her. Don't worry. She won't mind if you stare....

With looks that could kill and a heart as cold as steel, this li'l honey emotes menacing looks that are muscular yet graceful. A complex blend of mean and evil mixed with gentle poise and beauty makes this one-off denizen of the streets look like she's about to pounce upon the asphalt prey she was built to gobble up. Looks like that provide the kind of inspiration that is best summed up in one word—lust. Motorcycles have a way of bringin' that out in a person.

The inspiration, or lust if you will, for this particular piece of hardware was born out of one man's wanton desire for the road. To some it may seem hard to believe such sophistication could emerge from a one-man shop out in Wisconsin, but true to the legacy of small motorcycle shops in Milwaukee, Midwest Choppers turns out unique creations of the two-wheeled variety.

David Cook, the man behind the beauty you see here, is the head cheese at Midwest Choppers in Milwaukee. With only occasional part-time help, Dave manages to pump out about a dozen or so

one-of-a-kind scoots each year.

Ya see Midwest Choppers ain't about mass assembly, nosiree. Lust of the kind that drives builders like Dave to create scooter art can only be satisfied one way. That is, start with a clean slate and some fresh ideas, sketch up what slips into your consciousness before it slips away, and let the sparks fly.

So when his usual frame supplier came up short, Dave conceived the frame you see here during the lull. And since the guy in the brown truck kept tellin' him nothin' new was on the truck, he built this one in its stead. Long hours were spent in the 3,500-square-foot shop, cutting, bending and forming the very heart and soul of this lovely two-wheeled lass. While the frame cooled Dave started on the forks. Like most of the parts you'll find on Dave's bikes, he built that too.

Dave knew from the start that his latest love, or is that lust, had to be dark and alluring—almost mysterious, so Dave knew she had to be dressed in black from head to toe, so to speak. He lowered everything lowerable, including the gas tank, and managed to slam the bitch while retaining street worthiness. And if all that doesn't seem like enough work for one man, Dave handled both the molding and the painting as well, since he didn't really want anyone else touchin' her. At least not at first, anyway.

Like most loves, Dave let her go. After two years and many miles Dave finally parted with her to make way for yet another new love.

Like women, a man can only handle so many bikes per year, but that's okay with Dave. He prefers knowing that each bike that rolls out of his door isunequivocally unique—like any love that's worth lusting for. Log on to their Web site www.midwestchoppersmilwaukee.com or call 414-443-1111 and maybe you can convince him to build you somethin' worth lusting for. *—Boxcar*

Easyriders

passin' gas

Jake and his wife were having marital problems so they decided to see a marriage counselor.

The counselor, in an attempt to find some common ground from which to begin his analysis, said, "Tell me about anything the two of you have in common."

Jake spoke up first and said, "Well, neither one of us sucks dicks."

Rocker
Sunny, Florida

One night while they were sippin' shine on the porch, Jed asked Roach, "Ya know the difference between a mosquito and an ex-wife?"

"Nope, what's the difference, Jed," replied Roach, smackin' at the bug on his neck.

"If ya swat a mosquito, it'll stop suckin' your blood."

Roach
The Knolls, California

Little Johnny runs into the bathroom just as Mom is getting out of the tub. Unable to reach the towel in time to cover herself, she tries to remain as casual as possible, saying, "Johnny, you should learn to knock before coming into the bathroom."

"Okay, Mommy," was Johnny's reply. "But can I ask you something

while I'm here?"

"Of course," Mom replied.

"What are those bumps on your chest?"

"Those are balloons."

"What are they for?"

Thinking of Johnny' s tender age of 7, she replies, "Well Mommy can inflate these balloons and float up to heaven."

"That sure explains what I saw in the garage."

"What do you mean Johnny?" was Mom's curious reply.

"Well, Dad was inflating Aunt Judy's balloons and she was yelling,

"Oh gawd, I'm cuming."

Li'l Debbie
Ol' Mississippi

One night Spinner and his ol' lady were goin' at it hot and heavy. Fifteen minutes passed, then 30, then 45. The sweat was just pouring off their bodies.

Finally, Spinner's ol' lady opened her eyes and asked, "What's the matter, darlin'? Can't you think of anyone else either?"

J. Lowery
LBZ, California

An old graybeard visits his doctor to get a sperm count. He's given a jar and told to go home and bring back a sample. The next day he returns, but the jar is empty.

"What's the problem," asks the doc.

"Well," the old man begins, "I couldn't do it myself so I got my wife to help. She tried her right hand, then her left hand—nothing. She even tried with her mouth, first with her teeth in, then with 'em out. Finally we asked our neighbor Sally to try."

"Wait a minute, you asked your neighbor for help?" asks the physician.

"Yep," says the old timer, "But it didn't help. She couldn't get the jar open either."

Richard Brown
Pelican Bay, California

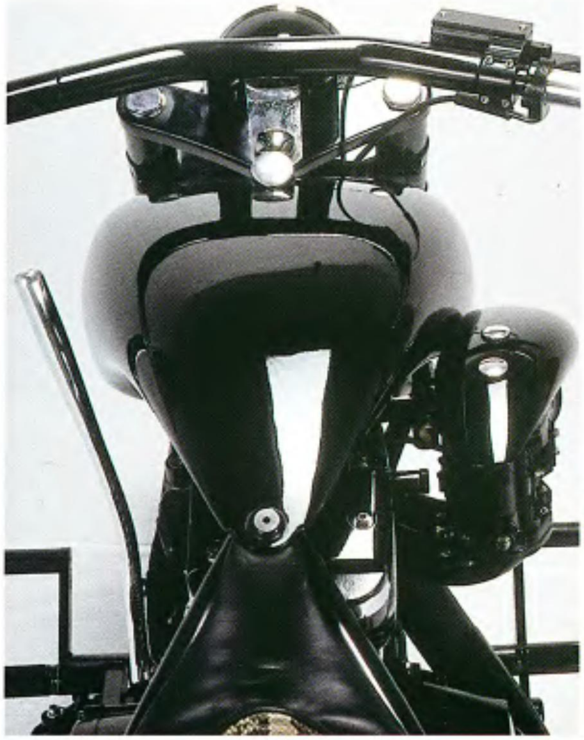
A heartless drill instructor is shouting insults at troops. He sees one of his recruits looking particularly displeased with the abuse that's being dished out, and gets in his face.

"I suppose that when I die," the D.I. barks, "you'll make a special trip to my grave just to piss on it."

"Sir, no sir," the young recruit says. "When the private gets out, sir, he'll never stand in line again, sir."

Peanut
Los Slammer, California

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



General
Fabrication: Midwest Choppers
Year and make: ....2002 Midwest Choppers
Model: ....Low Life
Assembly: ..Midwest Choppers
Time: ....3 months
Chroming: ....Exclusive Plating

Engine
Year:..................................1998
Builder: ....Harley-Davidson
Ignition: ....Pro Comp
Displacement: 80 cubic inches
Lower end: ....Harley-Davidson
Balancing:.......Harley-Davidson
Pistons:..............................S&S
Heads: ....Harley-Davidson
Cam: ....Andrews
Lifters: ....JIMS
Intake: ....Weber
Pipes: ....Midwest Choppers

Transmission
Year:..................................2002
Shifting:..............................foot
Engine sprocket: 69-tooth
Trans sprocket: 81-tooth
Wheel sprocket:..........48-tooth

Painting
Molding: ....Midwest Choppers
Painter: ......Midwest Choppers
Color: ....black
Type:..................................PPG
Special paint: it's freakin' black

Frame
Year:..................................2002
Type: ....Midwest Choppers Low Life
Rake: ....45 degrees
Stretch: ....minus 2 inches
Shocks:..........Harley-Davidson
Modifications: ......16-inch seat height

Accessories
Handlebars: Midwest Choppers
Risers:........Midwest Choppers
Handlebar controls: ....Midwest Choppers
Fenders: ....Mid-USA
Headlight: ....Mid-USA
Taillight:......................Mid-USA
Speedo:............................nope
Pegs:..........Midwest Choppers
Foot controls: ....Midwest Choppers
Gas tank: ..Midwest Choppers
Oil tank:......Midwest Choppers
Seat: ....Midwest Choppers
Mirrors: ....nope
Grips: ....Midwest Choppers
Oil system: ....Harley-Davidson

Forks
Type:............................springer
Extension: ....no
Builder: ......Midwest Choppers

Wheels

Front
Size:..............................21-inch
Rim width: ....2 inches
Tire: ....Michelin
Brake: ....JayBrake

Rear
Size:..............................18-inch
Rim width: ....6 inches
Tire: ....Metzeler
Brake: ....JayBrake

Photos:..................Nate Ullrich

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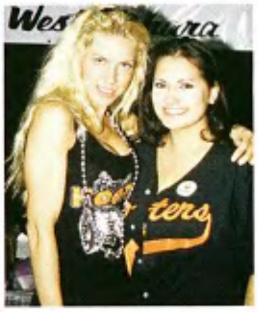
EZ

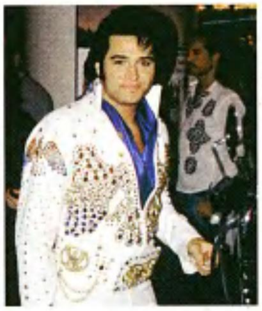
STITCH STA
PARKING

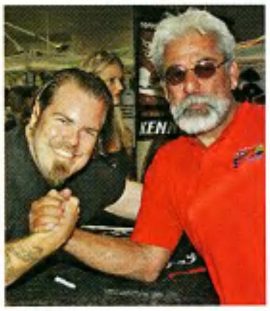
The rolling roar of V-twin engines, pulsating rainbows of neon lights, desert air crackling with energy—it's the Las Vegas BikeFest claiming its turf. After its debut, September 11, 2001, was sabotaged by the Twin Tower terrorists, the 2003 Las Vegas BikeFest flexed its muscles.

"This was really our breakaway year," stated Harry Schwartz, president of Full Throttle Events, the Fest's producer. "We've proved that the Las Vegas BikeFest is here to stay. Vendors are already trying to book space for next year." The number of vendors shot up from 98 the first year to 219 in 2003; attendance climbed from barely 6,600 the first year to more than 25,000 in 2003, with bikers coming from every state.

The Fest's quick comeback is due to its unique features. First of all, well, it's

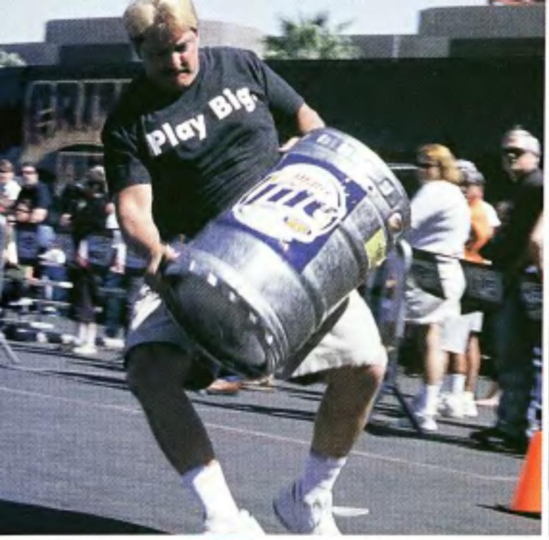






THIRD TIME'S SUBLIME FOR LAS VEGAS BIKEFEST

LAS VEGAS BIKEFEST



Vegas—Sin City, the world's playground. Beyond that, hotel and drink prices didn't skyrocket just because black leather was prowling the streets. You could still get a $69 room and a highball for 99 cents, if you just looked around. Of course, as Harry pointed out, you could also get a $300-a-night room and $5 drinks without having to look too far.

Denver's Choppers owner Mondo, a member of the Fest advisory council, noted that the Fest also has some smokin' cash prizes to take home. For instance: a $10,000 poker run, underwritten by Full Throttle Events, and a $1,000 poker run, sponsored by Count's Kustoms. That's unheard of! S'pose that's why 800-900 riders took part on Friday and 1,900 rode in Saturday's (overtime) event? And for 2004, Harry said, the Fest is toying with the idea of a—$100,000 run! Yes, you read it right.

The trophies for the bike show winners presented another unique first. Tribal Motorworks supplied chromed, custom-designed, 12-componet, billet trophies weighing in at 23 pounds. "They [Fest officials] wanted a trophy that was over the top," said Tribal Motorworks President Dodd Russell. A trophy "that reflects the same kind of artwork they're building in their bikes." On top of that, winners raked in $300 cash. Runners-up rode off with merchandise certificates.

Of course, being Vegas, the scope of atmosphere, entertainment, food and gaming is impossible to overstate. "I could see this becoming the Daytona of the West," Mondo mused. It could certainly surpass the Laughlin party.

An interesting facet of this gathering was the tourists. From Kansas to Boston, from Bombay to Kyoto, unsuspecting visitors gasped at the gleaming array of chrome reflecting the psychedelic Fremont Street Experience, while rockin' to the rowdy heavy-metal beat of Blue Oyster Cult and the legendary "Born to Be Wild" group, John Kay & Steppenwolf.

"We're surprised to see this; we never expected this," said Will Gibson from England. "It's brilliant," echoed Mark Yearbury, also from England.

From the Land of the Rising Sun, Tai Kazuhara exclaimed, "It's awesome!"

Yet for all the major plusses the Vegas Fest had to offer, there was one minus that can only be called "unfathomable"—there was no wet T-shirt contest. A biker event without the inevitable wet-T contest? In Sin City of all places? Yes, the producers weren't allowed a permit because the Gaming Commission was terrified that some child could sneak a peek at a naked titty. Hmmm, Disneyland, Nevada?

For 2003, because of its growth, the Vendor Village was moved to the Cashman Center, a shuttle or bike ride away from the Fremont Street events. Still, enthusiasts flocked to the vendor displays. And though most vendors raved about its success, many were not happy with having to turn off the lights at 8 p.m. But the Fest's still evolving.

In the evenings, the vendor area lit up to the tunes of The Blue Baron Band, J.D. Simo and Dirty Pool, Under Sunday, Vegas Blues Kings, and Tower.

On Sunday, the curtain came down on the show with a Bloody Mary breakfast at the Vendor Village and a Ride the Strip charity cruise for the MDA with Las Vegas Mayor Oscar Goodman, a member of the Fest advisory council.

So what's on tap for 2004? Check out www.lasvegasfest.com or e-mail info@lasvegasbikefest.com. You can also call toll free 866-245-3337.

—Paul Dileski

Photos: Kai Raecke and Ken Ross

LAS VEGAS BIKEFEST 2003 — WINNERS

GRAND PRIZE GIVEAWAYS

HARLEY-DAVIDSON GRAND PRIZE:	**Pat Bowler**	Port Washington, Wisc.
	George Glover	$2,000
	Lisa Ogle	$750
	Windy Bowman	$500
	Jay Best	$250
VICTORY GRAND PRIZE:	**Joe Reynolds**	Arvada, Colo.

MOTORCYCLE SHOW: Custom Bikes: $300/Merchandise Certificate

RADICAL
1. Joe Martin — Texas
2. Tommy Eriksson
3. Jesse Rooke — Ariz.

CUSTOM
1. Jim Malonet — Calif.
2. Scott Irvine — Ariz.
3. Dave Neumann — Colo.

SEMI-STOCK
1. Marry Ann Hummel — Calif.
2. Rob Wilkenson — Nev.
3. Mike Martinez — Calif.

VINTAGE & CLASSIC
1. Kevin Goe, — Nev.
2. Michelle — Coddington, Nev.
3. Greg McClain, — Nev.

MOTORCYCLE SHOW: Special Bike Awards: $300

BEST OF SHOW
1. Joe Martin — Texas

BEST CHOPPER
1. Joe Martin — Texas

BEST BAGGER
1. Tony Telese — Calif.

BEST SPORTSTER
1. Cory Porter — Colo.

BEST PAINT
1. Rocky Felix — Ariz.

BEAUTY CONTESTS

MISS LAS VEGAS BIKEFEST: $1,500/$750/250
1. Tylene Buck — Stockton, Calif.
2. Rochelle Rochon — Las Vegas
3. Vicki Lea Crist — Las Vegas

MR. LAS VEGAS BIKEFEST: $500
1. Scott Miller — La Mesa, Calif.
2. Ron Wardlow

POKER RUNS/WALK

POKER RUN – SATURDAY: $10,000/$500
1. Al Cuenco — Battle Ground, Wash.
2. Kevin Westergaard — Las Vegas (low hand)

POKER RUN – FRIDAY: $1,000/$250
1. Carol Lamsus — Encino, Calif.
2. Robert Elmore — Glendale, Ariz. (low hand)

POKER WALK – FRIDAY: $400/$100
1. Jeanne Laughrey — Hawthorne, Calif.
2. Lisa Gartz — Spencerport, N.Y. (low hand - tie)
3. Greg Fox — Somewhere, Outh there (low hand –tie)

TATTOO CONTEST

BLACK/GRAY - SINGLE
Kevin Briggs, Westlake Village, Calif.

BLACK/GRAY – MULTIPLE
Kevin Thomas, Lancaster, Calif.

COLOR – SINGLE
Jim O'Neal

COLOR – MULTIPLE
Gloria Rizza, Las Vegas

SPECIAL CONTESTS

WORLD'S STRONGEST BIKER
Mac Smith, Las Vegas (tie)
James Smith, San Diego (tie)

CHILI COOK-OFF (FOR CHARITY)
1. Apocalypse
2. Tommy Rockers

SLOT TOURNAMENT: $2,500
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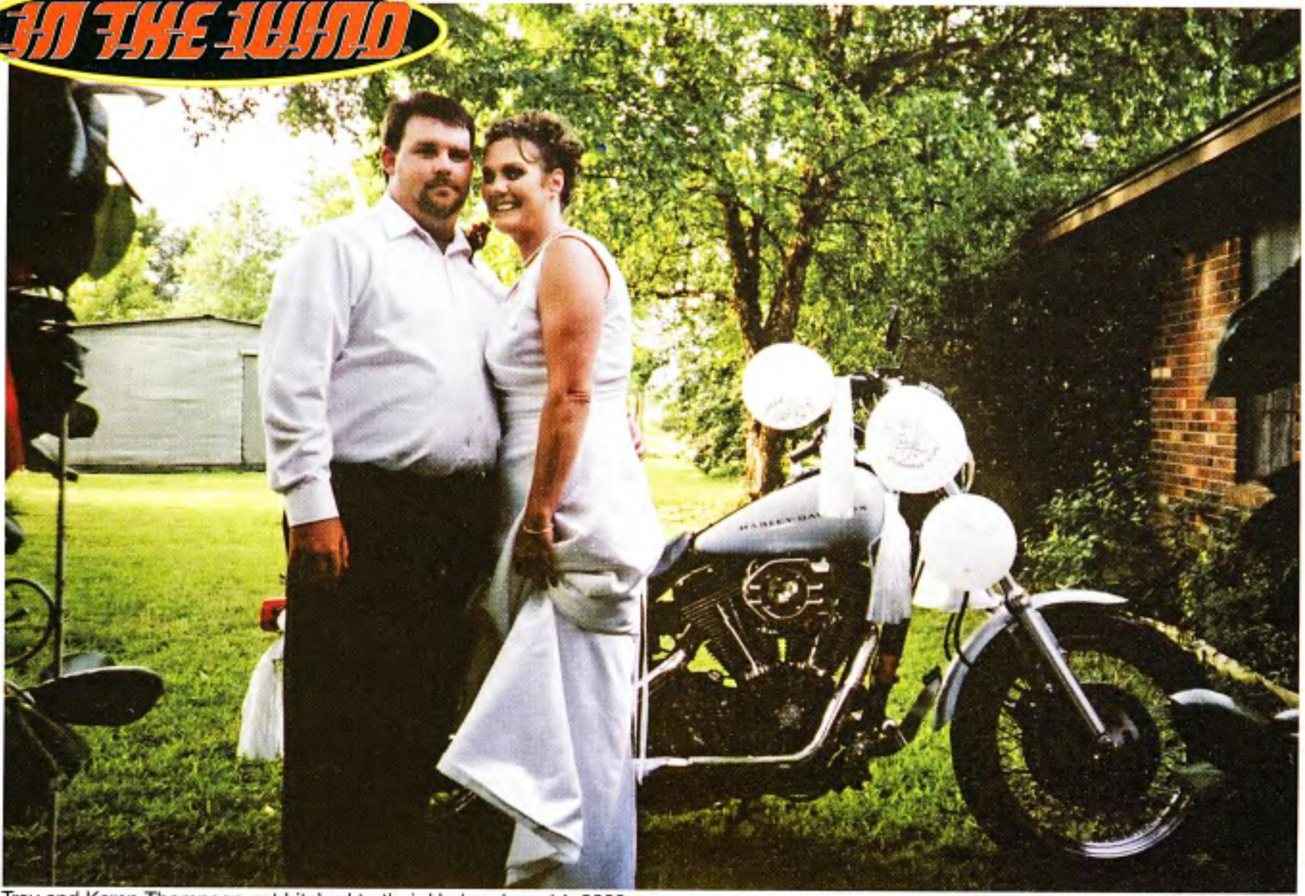
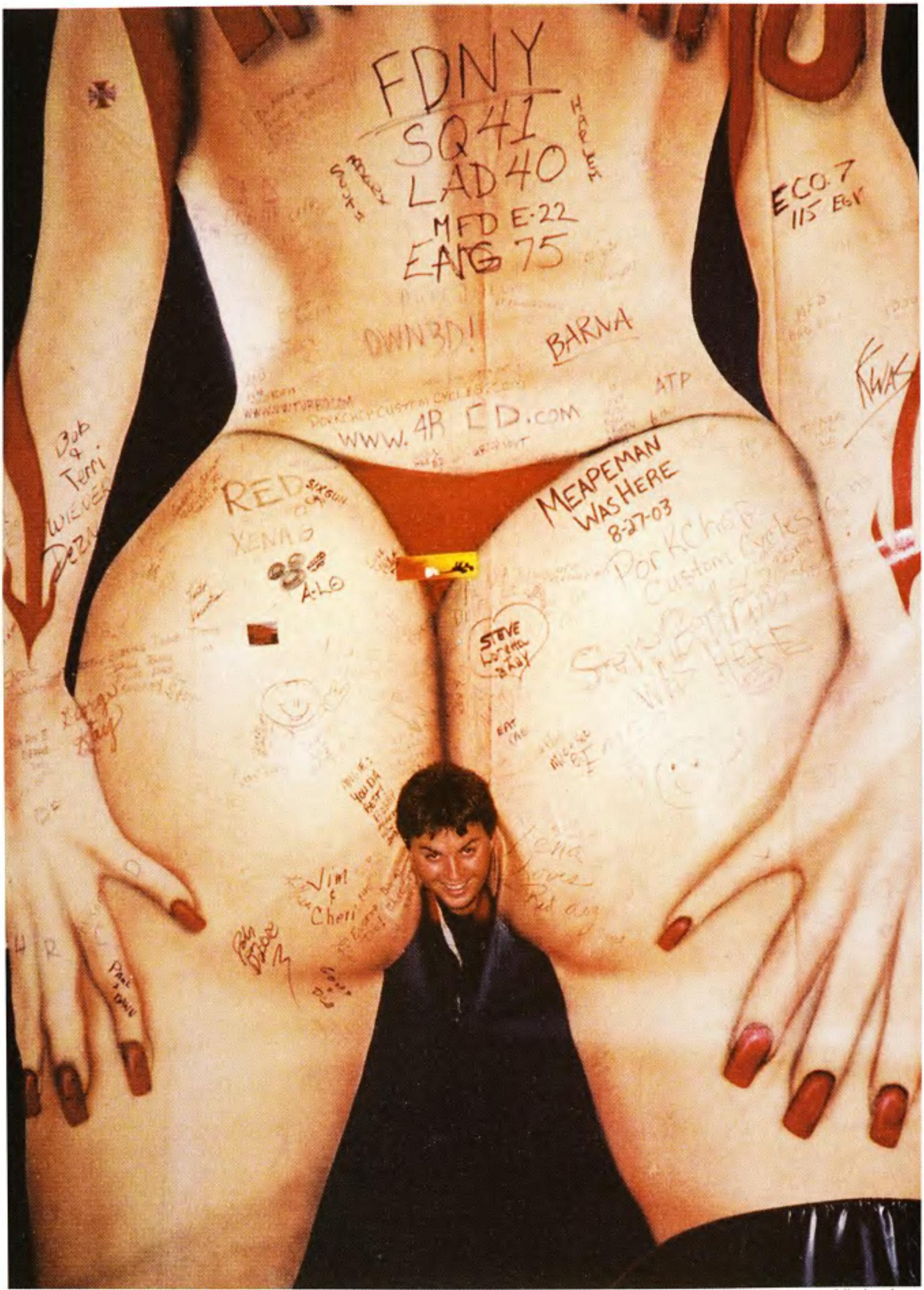


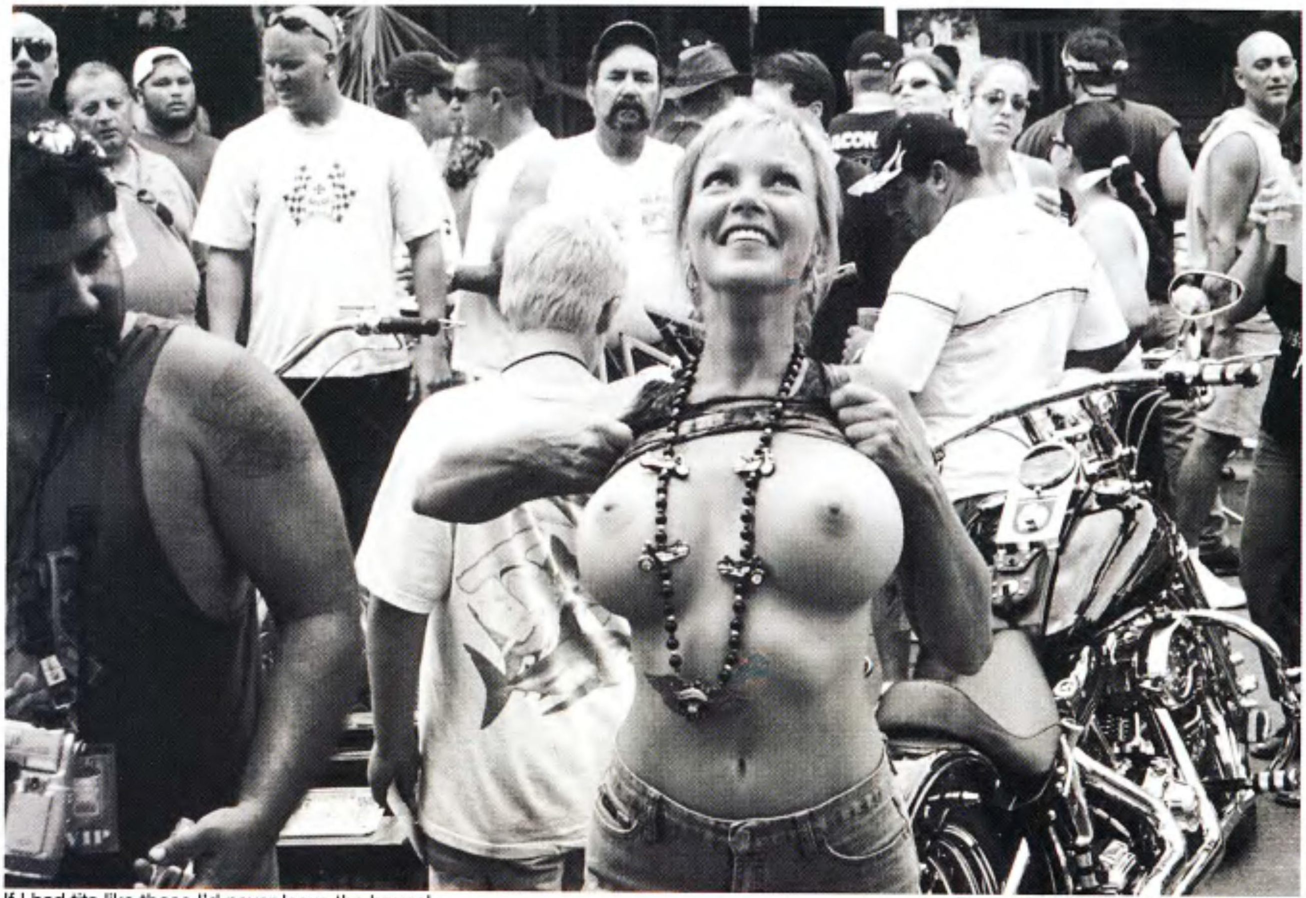
Troy and Karen Thompson got hitched to their Harley, June 14, 2003. —*Kenneth Arceneaux, Thibodaux, La.*

Don't pull the pins—she'll blow! —*Katmandu, Key West, Fla.*



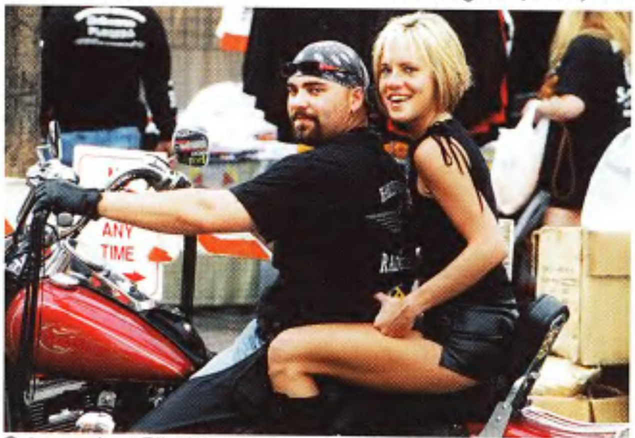
An admitted turd, H-D 100th Anniversary, Full Throttle Saloon, Milwaukee, Wis.

—Jessica Pohlman, Minden, Iowa

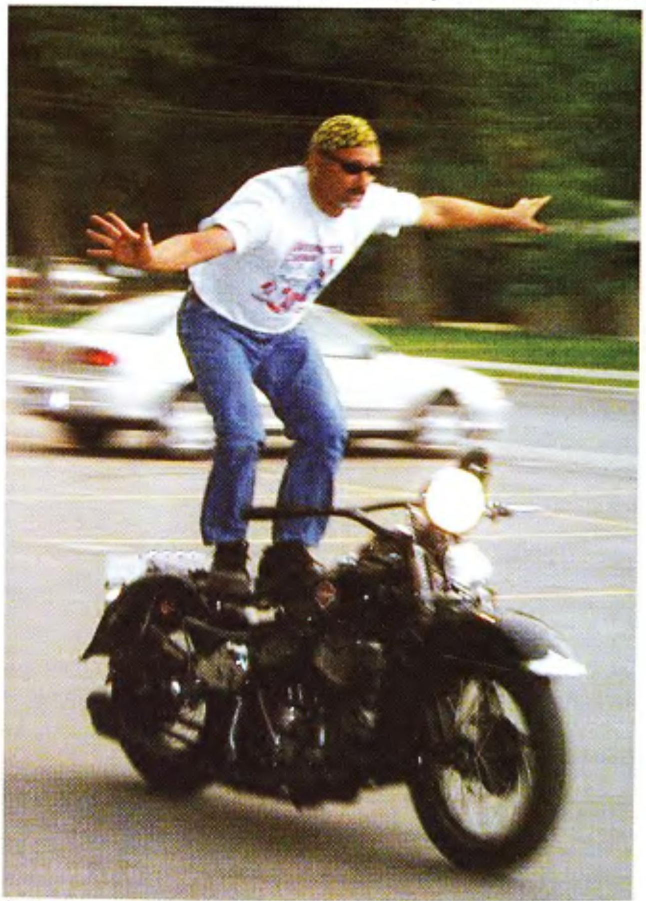


If I had tits like those I'd never leave the house! —*Doctor Joe, Key West Poker Run, Fla.*

Da gang at Street Vibrations. —*Ken Karagozian, Reno, Nev.*



Cute couple at Bike Week 2003. —*Leo Franklin, Daytona Beach, Fla.*



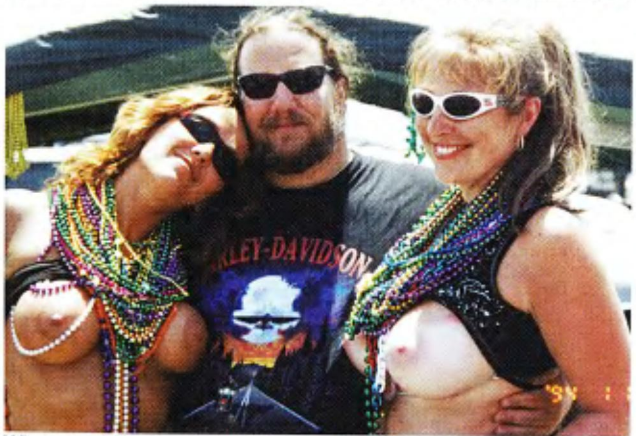
Antique class. —*Brian "Flying T" Shipley, Longmont, Colo.*

Proof that choppers make ya wanna get naked!

—Rev. Doktor Crash, Myrtle Beach Fall Rally 2003

Come home safe, boys. *—Max Adams, Richmond Hill, Ga.*

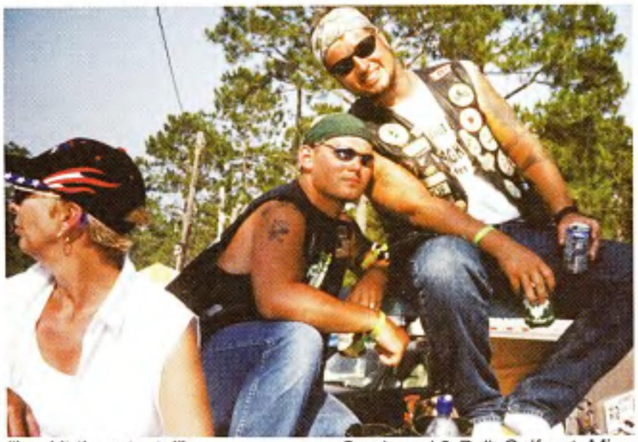
Red and rad. *—Chris Crowe, Concord, Calif.*



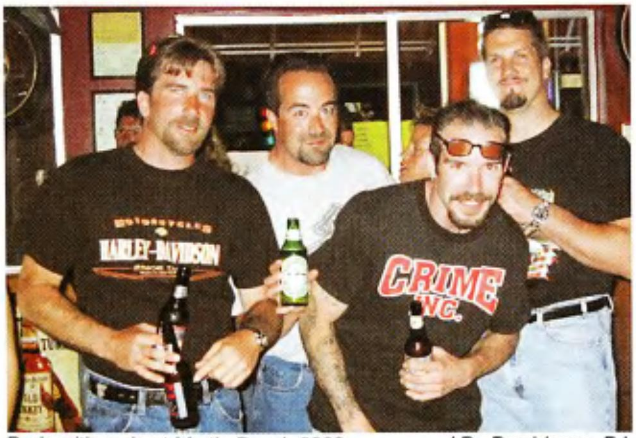
Where are *his* beads? *—George Snowden, Wilson, N.C.*

USDA prime. *—Nurse Bob, Redwood Run, Piercy, Calif.*

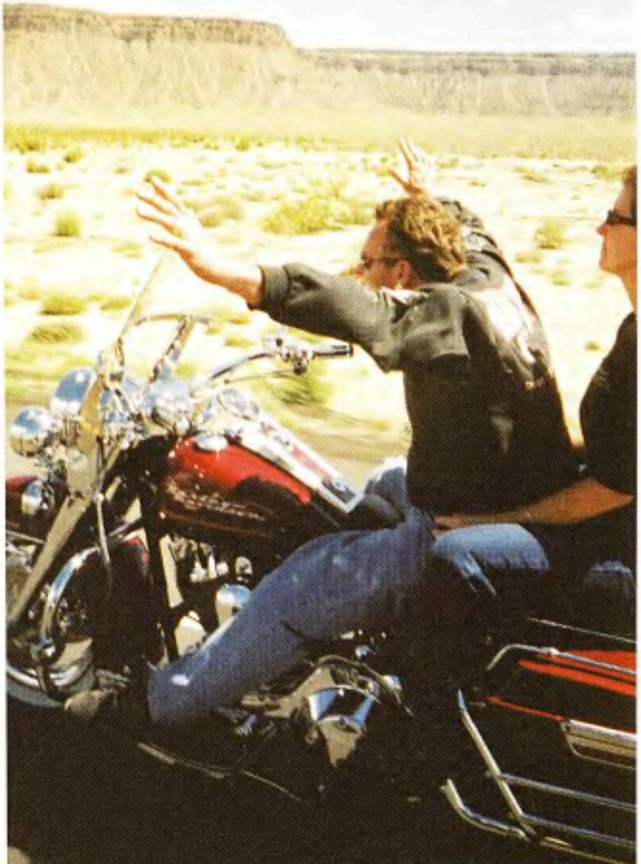
Jumbo shrimp. —*Bret Brandt, 2002 Freedom Rally, Humboldt, Iowa*



"Lookit them teats!" —*Crash and 8-Ball, Gulfport, Miss.*



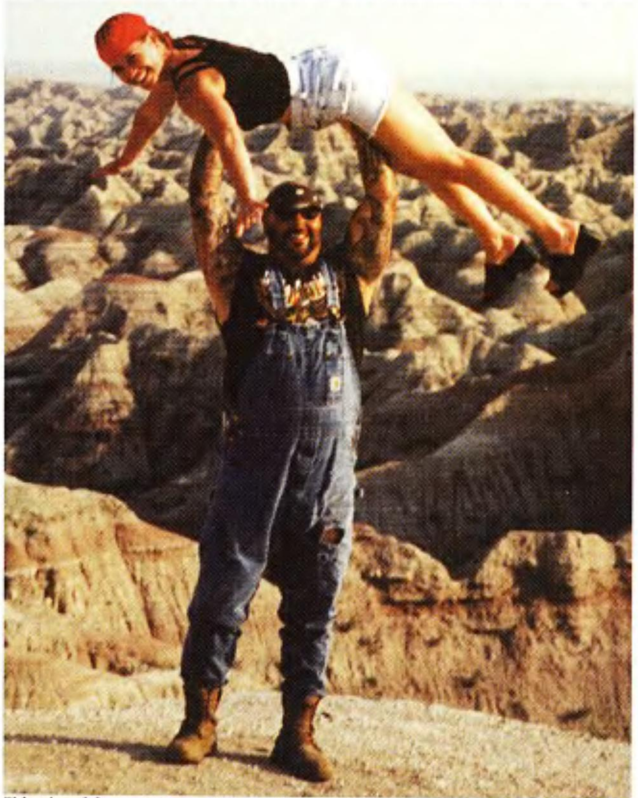
Buds with suds at Myrtle Beach 2002. —*J.R., Providence, R.I.*



"That's not funny, Ralph!" —*Janet Schmulbach, Athens, Ill.*

It's all fun until the cell door closes. *—Bob and Gale Lowe, Benton, Ill.*

Well, now… Howdy, ladies! *—LowLife, Chillicothe, Ohio*



"Ha, ha, Mongo toss girl!" *—Ken and Chrisy Rulnick, Badlands, S.D.*

Tribute to our bro, David Mann. *—Jiri Rozporka, Winnipeg, Manitoba*

Cramer's ridin' granny is ready. *—Jamie Forney, Bird In Hand, Pa.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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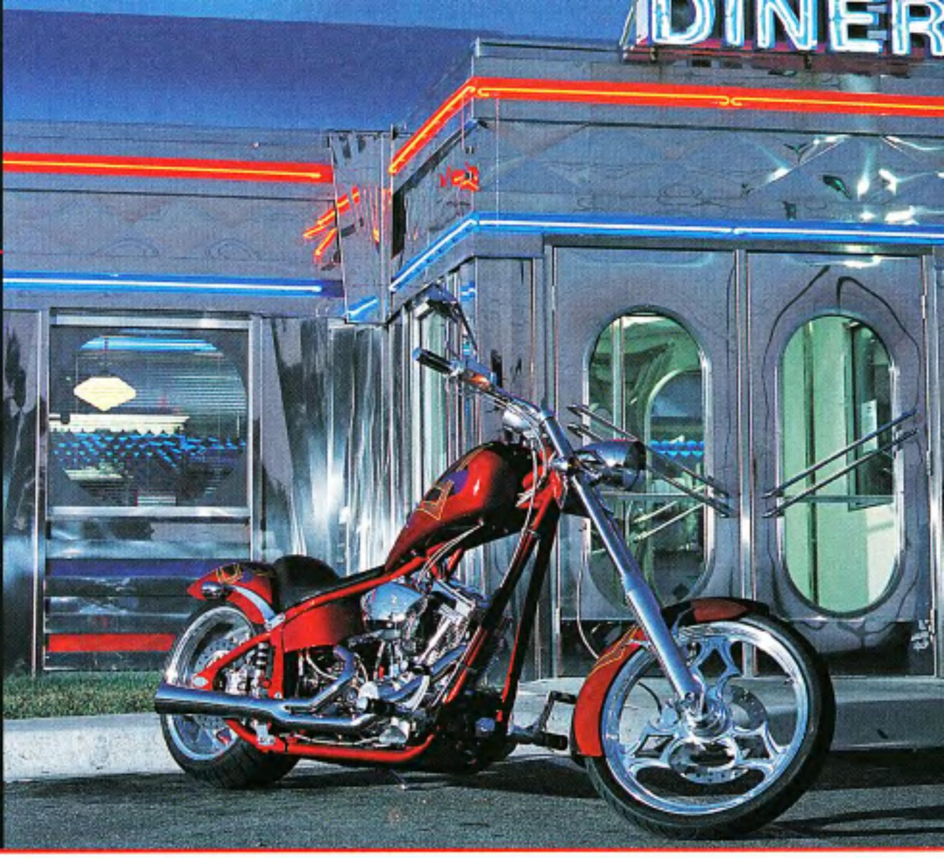

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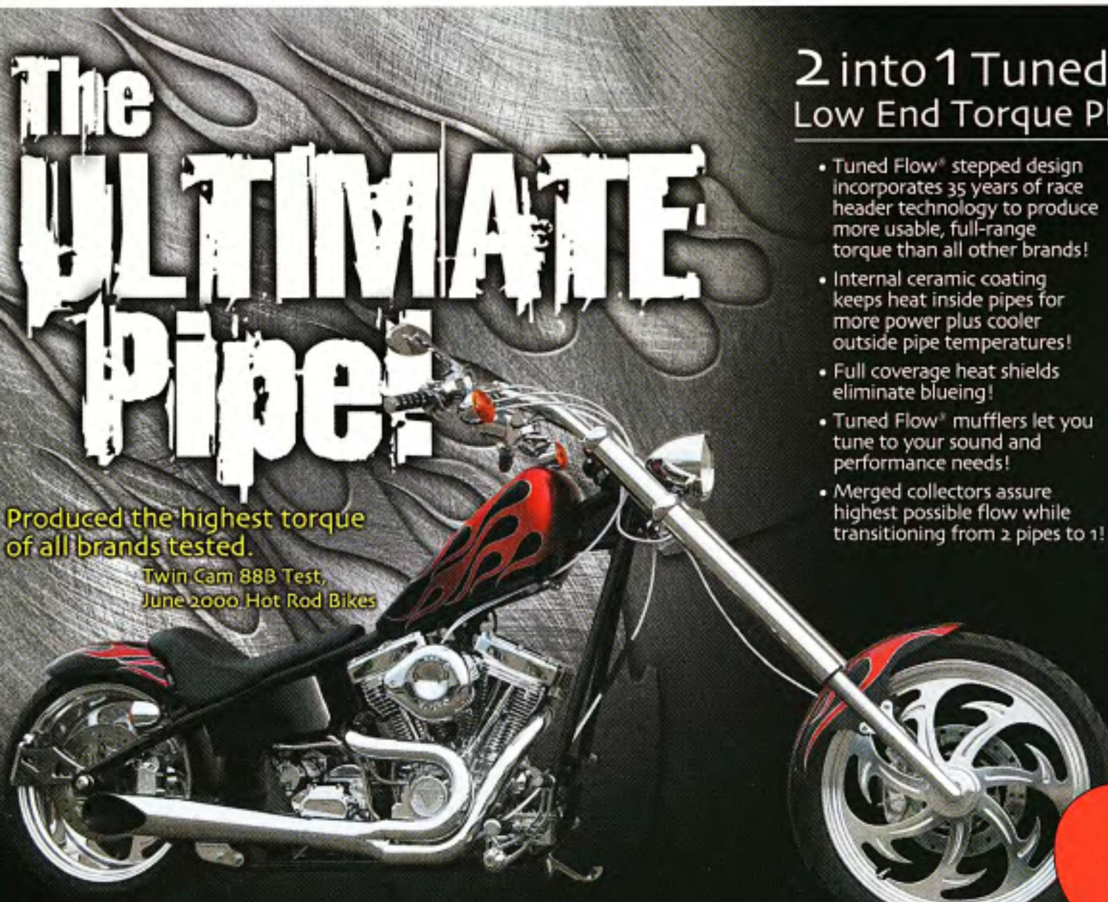

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Bike photo courtesy of MINNEAPOLIS CUSTOM CYCLE - (612) 529-8446 for M.C.C. info.

Suitable For Framing

BEN BROCKMEYER'S MUSEUM-QUALITY KNUCKLEHEAD

A while ago a blurb appeared in this here rag about Ben Brockmeyer and his 1940 knuckle that, while written in jest, caused the phones ring off the hook. Seems someone found photos of this outstanding bike but lost the owner's I.D. information (hint: it's Tripper's fault) and so conjured up a tale about him being hard to find because after working for some government agency he had disappeared into the witness protection program. Bottom line: not true on any level. With that cleared up, we are here to witness the fact that Ben's nine-month home-built project resulted in a multi-award-winning piece of history, one that blends the best of the past with the user-friendliness of the present.

Ben has been riding Harleys for more than 25 years and building them himself for the past decade. Because he had previously worked for Vince Spadaro at Vince's Antique Cycles, Ben's inclination was toward vintage iron. The first piece he acquired for this project was the knucklehead motor he got from Vince, which had been sitting around gathering dust for some 20 years.

"I had to actually jackhammer the pistons to get them out of the barrels," Ben says. He went on to rebuild the motor and increase the displacement from the stock 61 to 74 cubic inches with mechanical help from Paul Gallagher of Vince's Antique Cycles.

Ben then went about collecting the other knucklehead components, tough enough itself, but the real challenge was all the rechroming. "All the parts were basically original and had to be straightened, reworked, filled and chromed and rechromed and often rechromed again until they were absolutely perfect, literally the best money could buy.

For example: "The springer front end alone had 110 pieces and I wrote down every piece in case anything got lost but

fortunately nothing did. I went through four tranny cases to find one that would plate perfectly. The oil bag and carb also got plated four times before I was satisfied with them."

There was one plating glitch, though. Ben had found an original license plate bracket with "Harley" inscribed on one side, "Davidson" on the other. The plater, in his zeal to make a show-quality chromed piece, buffed off the lettering. The problem was resolved thanks to Ben's friend Gino, an engraver, who perfectly recreated the lettering.

The trained eye will discern that not everything on the knuckle is indigenous to the 1940 model. "I like to build what I like, my personal touches including the internal throttle and the bars. I also moved the seat back a little and chromed the rear hinge but also replaced the original rivets so it retained the stock appearance.

I increased the engine displacement, polished the cases and powdercoated the barrels as well as added stainless spokes and had the electrics upgraded from six to 12 volts."

Ben's knockout knuckle garnered second place overall in the motorcycle competition at the prestigeous 2001 Grand National Roadster Show and also second place overall in the motorcycle competition at the Oakland Show of the same year.

Since he considers motorcycles true works of art to the point that he decorates the walls of his home with custom-painted gas tanks, Ben, who has several other bikes, has kept this jewel of a knucklehead in pristine—as in "0" miles—condition. Ben is working on new projects now and says the knucklehead is available to a new home...or museum. You can reach him via e-mail at judelynl@pacbell.net.

Judy, by the way, is Ben's wife for whom he offers a special thank you for supporting him in his bike building efforts. That goes the same for Panhead Chuck, Vince Spadaro, Boyd Hilton, Paul Gallagher, Jon Nelson and Kurt Taylor who added their expertise to this classy knucklehead project. —*Paul Garson*

Owner: ....Ben Brockmeyer
City: ...... San Francisco, California

General

Designer: ....owner
Fabrication: ....owner
Year and make: ....1940 Harley-Davidson
Model: ....custom knucklehead
Assembly: ....owner
Time:................................8 months
Chroming: West Coast/Lodi Plating

Engine

Year:..1940
Model: ....knucklehead
Rebuilder: ..Vince's Antique Cycles
Ignition: ....points
Displacement:........74 cubic inches
Lower end:..............H-D 74 wheels and rods
Balancing: ..Vince's Antique Cycles
Pistons: CCI
Heads:..................Harley-Davidson
Cam: ....Andrews S grind
Lifters:...................................solids
Carb(s):......................M74B Linkert
Air cleaner:..........................V-twin
Pipes: ....Harley-Davidson
Mufflers:...............................V-twin

Transmission

Year: ....1940 Harley-Davidson
Modifications: RevTech close-ratio
Shifting: 4-speed

Painting

Painter: ....Jon Nelson
Color/type: ....indigo blue
Special paint: ....it's all special

Frame

Year:.......................................1946
Builder: ....Harley-Davidson
Type: ....rigid
Rake:.......................................stock
Stretch: ....stock
Shocks: ....no

Accessories

Bars:...................................Flanders
Handlebar controls:..................H-D
Fenders:...............................V-twin
Headlight: ....Cycle Ray
Taillight: ....Harley Beehive
Speedo:................Harley-Davidson
Dash: ....Harley-Davidson
Front pegs:.............................none
Rear pegs: ....none
Electrics:................Panhead Chuck
Gas tank:.............Harley-Davidson
Oil tank: ....V-twin
Oil system: stock Harley-Davidson
Seat: ....Harley-Davidson
Sissybar: ....none
Mirrors:..................................none
Grips:....................Harley-Davidson
Forks: ....springer
Extension: ....stock
Builder: ....Harley-Davidson

Wheels

Front

Size: ....18 inches
Wheel: ....Star hub
Tire: ....Avon
Brake: ....Harley-Davidson drum

Rear

Size: ....16 inches
Wheel: ....Star hub
Tire:... Avon
Brake: ....Harley-Davidson drum
Photographer: ....Mike Chase

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FoxHunt

Meet November's Winner

"I would have to describe myself as a 100% slacker." That's how your all-natural November Fox Hunt winner, Nikki, chooses to describe herself. How would *we* describe Nikki? Let's just say...she really marches to her own drummer. And, it comes complete with her own type of time clock. Flight times, check out times, studio times, train departures...none of those make a difference when you're traveling on "Nikki Time." However, once we arrived at our studio and put her in front of the skilled lens of Rick Hustead, Nikki Time really took off...and so did her clothes. Coupled with a non-gee-gaw, chopped scoot from our friends at Exile Cycles, Nikki had a great time, the results of which can be seen starting on Page 98. I'd like to tell you who really owns the bike, but we've been sworn to secrecy...hey pal, money talks. Now, before you speed off to see more of Nikki, be sure to cast your vote for the next lovely winner. *—Big Buddy Bug*

Crystal—New York

#0401

"I met this guy and a couple of days later he rode up on his Harley. We took off and ended up spending the weekend in Canada."

Juli—Missouri

#0402

"It was incredible. I never wanted to come back home, but he did. So when he dropped me off I showed him why it's nice to cum home"

Malissa–California

#0403

"I'm a Virgin! Never been on the back of a Harley, it's just been a fantasy. Can you make it a reality?"

Rachel–Alabama

#0404

"My first ride was extremely exciting and sexy. That ride sent chills all over my body."

Olivia–Arizona

#0405

"My first ride was not too long after I was born, so I don't remember too much of it. Maybe that's why, now, it gives me the most amazing feeling ever."

Sasha–Georgia

#0406

"My first ride on a Harley wasn't too long after I got my clit pierced. I can't begin to explain what the vibration did for me. OK, I can, but I won't."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #370 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes March 2, 2004. The voting deadline for this month's crop of cuties is March 31, 2004. We'll announce the winner in the August 2004 issue.

Here she is folks, your December 2003 monthly Fox Hunt winner, Nikki, Number 1106 from Colorado...although now she lives in Canada. Come back and see a lot more of her next month!

370

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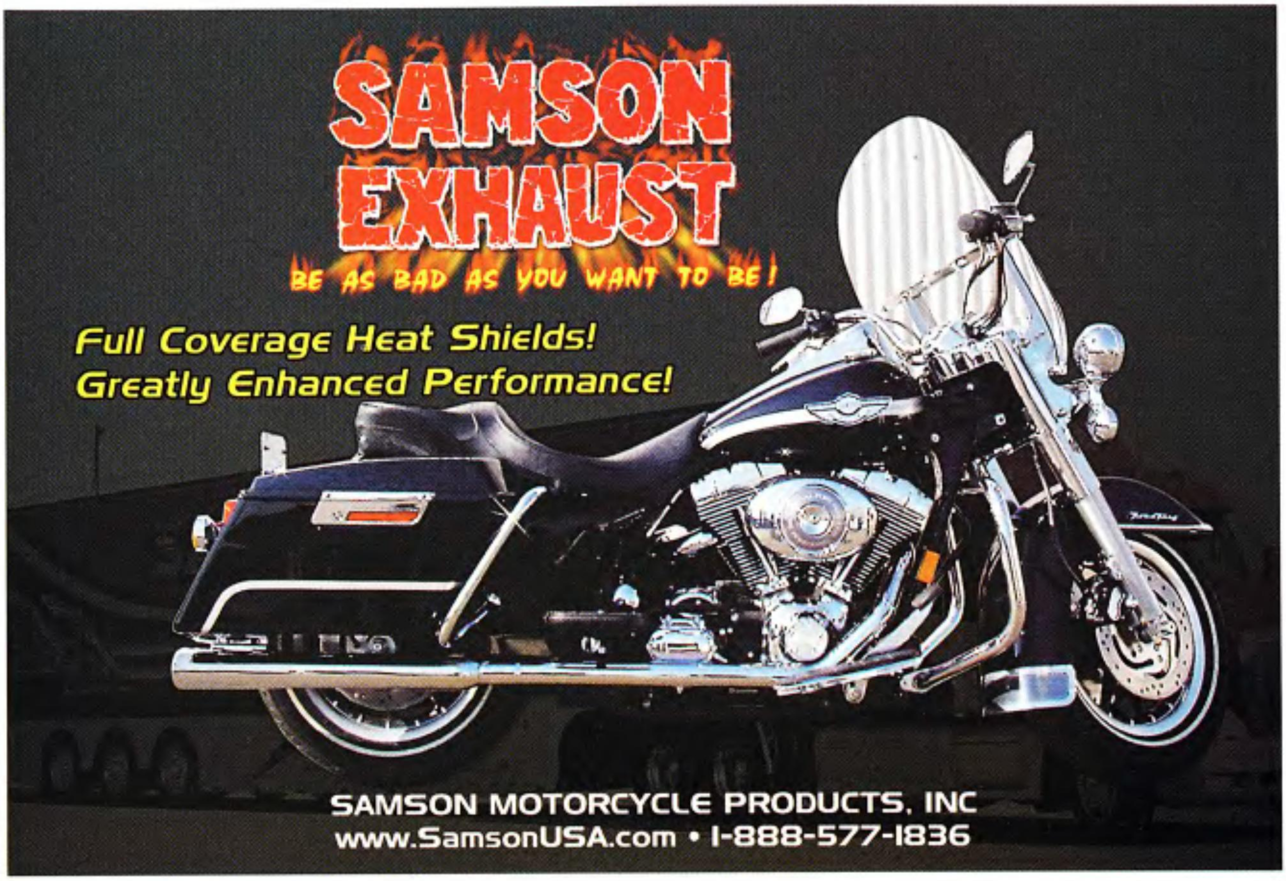
Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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DON'S CUSTOM CYCLE BUILDS A CROWD PLEASER

BLACK IS BACK

The owner of this bike, Todd McKinley, is a big fella who was just coming off a Heritage Softail that looked like a toy under him when he ran into Don Loos of Don's Custom Cycles. Todd was looking to get into a custom production bike along the lines of a Big Dog or Bourget, when Don convinced Todd that he could build him a one-off custom scooter to both fit his size and taste. Todd, being an astute businessman, and a man of taste, recognized the advantages and thusly the construction of this bike began to unfold.

For those of you who've been napping through the last few issues and might have missed something, Don's Custom Cycles is a family owned and operated shop located in Cleves, Ohio. Don Loos Jr. does all the custom fabrication work, Don Sr. performs all the service work, the touchup paint work, and all the other stuff that Don Jr. doesn't do, and dear ol' Mom stands behind the parts counter, as well as keeping an eye on the books for the well-oiled organization.

Todd's barroom blaster began with a Daytec frame, which Don special-ordered with a couple of extra inches of stretch in the down tubes so the bike would be comfortable for Todd's 6-foot-3-inch body. Don likes to build his bikes to fit his customers, so he also designed the handlebars to be a few inches wider than usual and incorporated the bike with lots of front end. All this so Todd looks natural-like and comfy while sittin' on it.

Keeping with the theme of making the bike enjoyable for Todd, who is not a motorcycle mechanic, Don built a 113-inch S&S motor with moderate 10:1 compression and fitted it with twin S&S carbs and a tall camshaft for dependable power and maximum riding enjoyment, while providing minimum hassle for the owner. Todd didn't want a bike that he had to do a lot of fiddling with, and as Don says, "You can't get any simpler than an S&S Super D."

Don designed and fabricated quite a few one-off pieces that went into the construction of the scoot. Take the handlebars, for instance. The bars are 1 1/2 inches in diameter, which is the same thickness as the grips, and constructed with an internal throttle assembly. While Don often goes with ultraclean bars with no visible controls, Todd dictated a bit more user-friendly approach, so levers for the hand clutch and front brake from Excel were used on the bike.

Don also performed all the bodywork and molding on the frame and sheet metal, giving it a knife-edge tribal look. He boxed off the area around the swingarm and oil tank to clean it up. He also utilized a D&D flat bottom-style gas tank, which Don lifted in the front to give it a different look.

Bike owner, Todd McKinley.

Don also designed and constructed the swoopy drag pipes and the one-off intake manifolds for the twin S&S Super D carburetors. He shaped the seat pan to fit the frame, which he shipped off to High End Seats in Santa Ana, California, for the perfect butt buffer.

All in all, the build took 10 months to complete, and quite a few ducats as well, but the end result is priceless…as Todd found out when he entered the bike in our Columbus Bike Show in Ohio last February and won first place in the Easyriders class on his first time out. Congratulations are in order, Todd. Cheers. *—Kit Maira*

Contact: Don's Custom Cycle
513-353-1446
www.donscustomcycle.com

TURN TO PAGE 94 FOR BIKE SPECIFICATIONS

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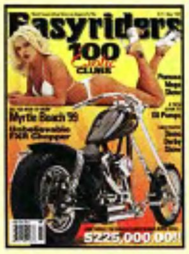

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Owner: Todd McKinley
City: Mason, Ohio

General
Fabrication: Don's Custom Cycle
Year/make: 2003 DCC
Model: Stealth
Assembly: Don's Custom Cycle
Time: 10 months
Chroming: Brown's Plating

Engine
Year: 2003
Model: S&S
Builder: Don's Custom Cycle
Displacement: 113 cubic inches
Cam: S&S
Carb: S&S Super D
Air cleaner: S&S
Ignition: Dyna
Pipes: Don's Custom Cycle

Transmission
Make: Arlen Ness
Year: 2002
Shifting: 5-speed foot
Special Features: JIMS back cut gears,

Painting
Molding/Paint: Don's Custom Cycle
Color: black
Type: House of Kolor
Special paint: "Dauber"

Frame
Maker: Daytec
Type: Stealth
Rake: 35 degrees
Stretch: 2 inches
Other alterations: molded

Accessories
Handlebars: Don's Custom Cycle
Handlebar controls: Excel
Fender: Paul Yaffe Originals/ Don's Custom Cycle
Headlight: Perewitz
Taillight: Eddie Trotta
Speedo: none
Pegs: Excel
Electrics: Pro-One
Foot controls: Excel
Gas tank: D&D
Oil tank: Daytec
Oil system: S&S
Seat: High End/ Don's Custom Cycle
Mirrors: Paul Yaffe Originals
Grips: Don's Custom Cycle

Front end
Type: Wide Glide
Extension: 8 inches
Builder: Ness

Wheels

Front
Size: 21-inch
Hub: Performance Machine
Rim Width: 2.15-inch
Tires: Avon
Brakes: Performance Machine

Rear
Size: 18-inch
Hub: Performance Machine
Rim Width: 9-inch
Tires: Avon
Brakes: Performance Machine

Special Thanks: Polishing by Mike's Metal Polishing, rear bodywork and fabrication by Don's Custom Cycle
Photos: Michael Lichter

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ENGINE CASES DELKRON 615.78 S&S 788.84 up
OIL PUMPS 128.54 up
CRANK VENT 73.19 up
JACKSHAFT 52.41 up
BELT DRIVE 4-SPD 196.97 up 5-SPD 424.84 up
CHAIN DRIVE KITS 352.37 up
EXHAUST PIPES 47.96 up
COMPLETE 16" FRONT END KITS 1233.64 up
FXST SHOCKS 223.28 up
S&S HEADS 718.60 up EDELBROCK 586.84 up
MIRROR 22.48 up
DIST. 122.56
ANTI VIBE FOOT PEGS 22.38 up
COMPLETE KIT BIKES 8,591.16 up
5-STUD BARE 33.26 COMPLETE 65.62
RISERS 24.44
T-BAGS 83.79 up
JIM'S BIG AXLE HYDRO-SOLID 49.84
STAINLESS OIL LINES 32.04 up
COMPLETE MOTORS 80" EVO 3484.00 96" S&S 3994.00 113" S&S 4794.00 124" S&S 5294.00
CHROME SHOCKS 68.54 up
MARKER LITES 29.84 up
SPEEDOMETERS 28.70 up
FXWG SPEEDO KIT 66.56 up
FOWARD CONTROLS BILLET W/M-CYL. 325.78 up
BATTERIES SEALED "GEL" 59.94 "GEL" BIG BORE 112.44 "GEL" 540 amp 148.84
GMA BILLET CALIPERS 178.84 up
DASH KITS 79.73 up
WIDE 41mm FORKS POLISHED LEGS 416.34 CHROME LEGS 594.84
WITH CHROME BILLET TREES & LOWER LEGS (shown) 680.84
PREDATOR® 4-SPEED 1188.00 up
SLICK SHIFT® 4-SPEED 998.84 up
5-SPEED 888.00 5/4 SPEED 1498.00 6-SPEED 1674.40 6/4 SPEED 2698.00
CYLINDER 75.40 ea. S&S CYL. 381.11 pr.
FATBOB® GAS TANKS: SPORTSTER® 121.54 up B/T EARLY 84.22 up FLAT SIDE 94.84 up STRETCHED 136.84 up
REG/RECT 39.17 up
BENDIX 14.84
ACCEL 54.46 up
H-BAR CONTROL KITS 1972-81 71.48 up 1982-95 139.84 up 1996-UP 137.04 up
WIDE 180/230 FRAME KITS RIGID 759.33 up SWINGARM 1189.92 up SOFTAIL® 200 WIDE 968.99 up SOFTAIL® 230 WIDE 1836.52 up
FORK LOWERING SPRING KIT 57.55
1 PC. STRETCHED TANKS 212.44 up
H-BAR M/CYL. 39.83 up
WIRING HARNESS KIT 42.75 up
SEAT PIN 5.06 up
SOFTAIL REAR LOWERING KIT 31.22 up
BALANCE MASTER 69.94 up
TRANS. PULLEY 48.84 up
PULLEY COVER 19.38 up
NARROW GLIDE TO WIDE GLIDE® CONVERSION KITS 292.86 up
COMPLETE 21" FRONT END KITS 1179.63
YOST POWER TUBE 33.45 up
FLATSIDE TANK MOUNT KIT 38.16 up
CHROME PETCOCK 10.76 up
1200cc EVO XL CYL. & PISTON KIT 268.84
M-6 CHAIN TENSIONER 63.64 up
HEADLIGHTS 26.94 up
SPRINGER 698.50 up W/SHOCK 1076.53 up
MAGNETIC OIL FILTERS 7.11 up
HEAD CUP 8.94 ea.
EASY PULL CLUTCH KIT 9.57 up
HORN 12.84 up
ALTERNATOR ROTOR KIT 69.94 up
OIL COOLERS 48.94 up
CATEYE TAIL LIGHT REG. BULB 12.94 W/LED BULB 29.19
JIM'S ROLLER ROCKERS 307.35 up
CHROME TREES STEEL 146.03 up BILLET 198.84 up
EXHAUST POWER CONES 24.49
DUAL DISC CALIPERS 180.26 pr. up
TOMBSTONE TAIL LIGHT 21.94
STOCK TAIL LIGHT 20.79 up
CLUTCH HUB PULLER 22.38 up
BRAKE PADS 4.60 pr. up
FLT-FXR STABILIZER BAR 24.34 up
FLT-FXR MOTOR MOUNT 19.54 up
BARE BONES SEAT 99.83 up
WHEEL PULLEY 143.94 up
GENERATORS BLACK 99.78 CHROME 124.40
CABLE CLAMPS 6.94 up
COIL COVERS 7.87 up
CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 23.99 up
FRAME COVERS 27.54 up
TAPPET BLOCKS SHOV 81.33 up EVO 97.94 up BILLET 181.24 up
3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS BLACK 106.66 CHROME 116.46
FRT FENDERS 23.46 up
TIRES C-SHIN 24.49 up KENDA 38.45 up MAXIS 40.37 up AVON 54.94 up
BREATHER GEARS STOCK 39.94 up S&S 44.83 up
IGNITION SWITCH 16.60 up
RAIL GRIPS 13.66 up
HEADLAMP ASSY. 85.46
THROTTLE 7.82 WITH GRIPS 13.56 up
REAR FENDERS STEEL 18.94 up STRUTLESS 178.36
ANTI-VIBE PEGS W/HEEL STIRRUPS 48.84 up
LIGHT HOUSING 101.76
POINTS CONVERSION KIT 28.26up
CHROME BILLET LOWER LEGS 312.94 pr.
H-BARS 14.93 up
FENDER STRUTS 43.59 pr. up
FAT BARS 68.54 up
T-BARS 49.94 up
MIRROR CLAMP 6.60 up
HEAD BOLT COVERS 12.06 up
AXLE PLATES 11.62 up
FORK TUBES 62.03 up
SPEEDOMETER DRIVE UNIT 19.54 up DRIVE COVER 6.20 up
SHIFTER BRACKET 19.54 up
EXHAUST SYSTEMS SAMPSON 202.45 up VANCE & HINES 259.84 up PYTHON III 289.84 up SUPER TRAPP 369.84 up WHITE BROS 389.84 up
REAR GUARDS BELT 18.60 up CHAIN 27.38 up
KICK PEDAL BLACK 6.49 up RAIL 16.04 up
CHAPS 49.94 up
HEAVY DUTY CYL. BRACE 19.42 up
BILLET MASTER CYLINDER 85.05 up
KICK STAND 26.75 up KIT WITH MOUNT 38.16 up
THUNDER JET 44.84 up
MINI GAUGES 29.23 up
FOWARD CONTROLS CHROMED BT-XL 67.13 up EVO XL 1986-UP 210.54 up
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"Yeah, this is a really nice birthday present babe,
jus' the two of us alone with a nice bottle of champagne and some soft music.
But ya know, a six-pack and a nice soft blowjob woulda been a helluva lot nicer..."

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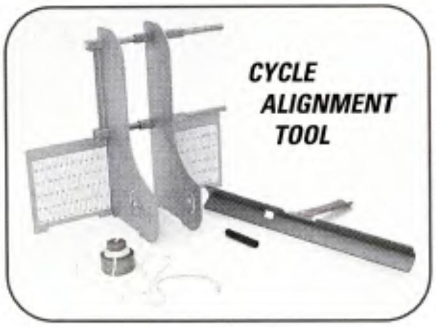
1-IN-3 MOTORCYCLES ARE OUT OF *ALIGNMENT*

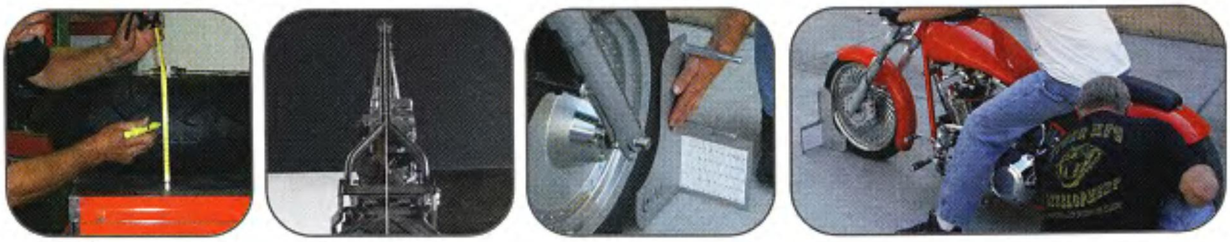


If you're that **1**, you know the signs... high speed wobble, sliding sideways under braking and acceleration, the unnecessary evils of riding a motorcycle.

Why suffer any longer? Why ride your motorcycle with this burden? And why prematurely wear out tires and driveline components?

Now there's a kit available that will fix this once and for all. Your bike will handle great! And you'll be left wondering why the hell it took so long to come up with this tool!!

LASER BEAM ACCURATE



Remember, this kit is the only known remedy that correctly addresses this problem.
Immediate delivery & satisfaction guaranteed!

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Dressed Down

THE INVISIBLE TUXEDO

Born out of a passion for freedom and fueled by an understated functionality, Exile Cycles has tailored a bike that is a kind of "special tuxedo" to be worn for any extremist's escape. That's right! A tuxedo that you can wear anywhere without people noticing that you are "dressed for the occasion." This beautiful black bike belongs to a Top Secret Hollywood Brother (we'll call him TSHB) whose idea for it was spawned from the stress of a high-profile life, where everyone sees everything he does.

After top billing in several film and television features over the last 10 years, there are few places where TSHB can go that he is not hounded by autograph seekers and prying investigative reporters. You might be thinking, "that kind of lifestyle deserves a high profile bike"—au contraire, my brother. The time TSHB spends away from the public eye is true freedom, as true as any stretch of lonely highway ever traversed by two wheels.

Russell Mitchell of Exile Cycles agreed to talk with us about this project on condition of anonymity, so we aren't exactly sure which megastar of the silver screen is riding this bike. We do know that

Exile

TSHB, whomever he is, and Russell have a mutual friend who was kind enough to hook TSHB up with Exile long enough to get his ideas across the planning table and onto the floor.

Russell told us that TSHB was the ideal customer: very humble and down to earth, and very willing to let Russell and his crew at Exile craft TSHB's new industrial-strength ride. "He wasn't calling every day to find out when it would be done or trying to make all of these last minute changes," Russell says, "just a cool guy who was willing to let us do our best."

The bike is totally devoid of shine. Some have even suggested that it suffers from a chrome deficiency, but we know for a fact that it attracts a lot of attention wherever it goes. It is definitely an Exile cycle with a capital "E" but it is more industrial and understated than what has usually been rolling down the Exile Cycles driveway. Take a close look and you'll discover some of the really special ways that this Exile bike has become so much more than the sum of its parts.

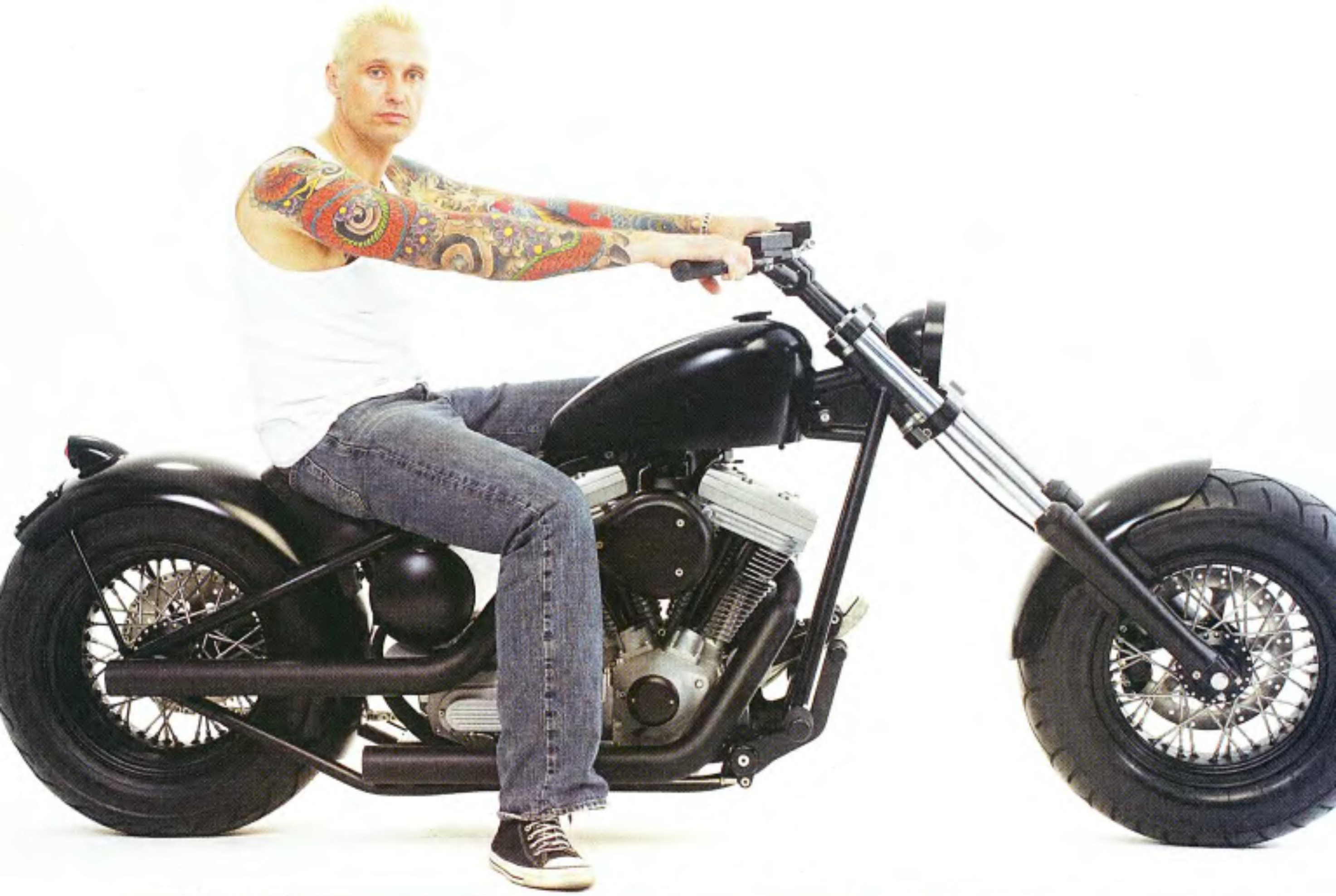
Totally hardcore, everything is aircraft metallic silver and hard anodized or powdercoated black. No graphics, no logos, no bullshit! A rigid frame scooter with a monster-sized, chain-driven wheel, it has so much attitude that it requires no more than a dark shade of satin black to cause a stirring of the soul and a quiver of the liver. If you are counting the high-tech frills that are performing supporting roles, there is the wonderful Paul Cox seat, an Exile sprocket brake on the back, and the Exile internal throttle mechanism; it all adds up to only three. The concept behind this bike is to be blissfully unrecognizable, yet pack a lot of bad boy attitude, along with enough "rent-payin'" reliability to ride for days on end without going Section 8.

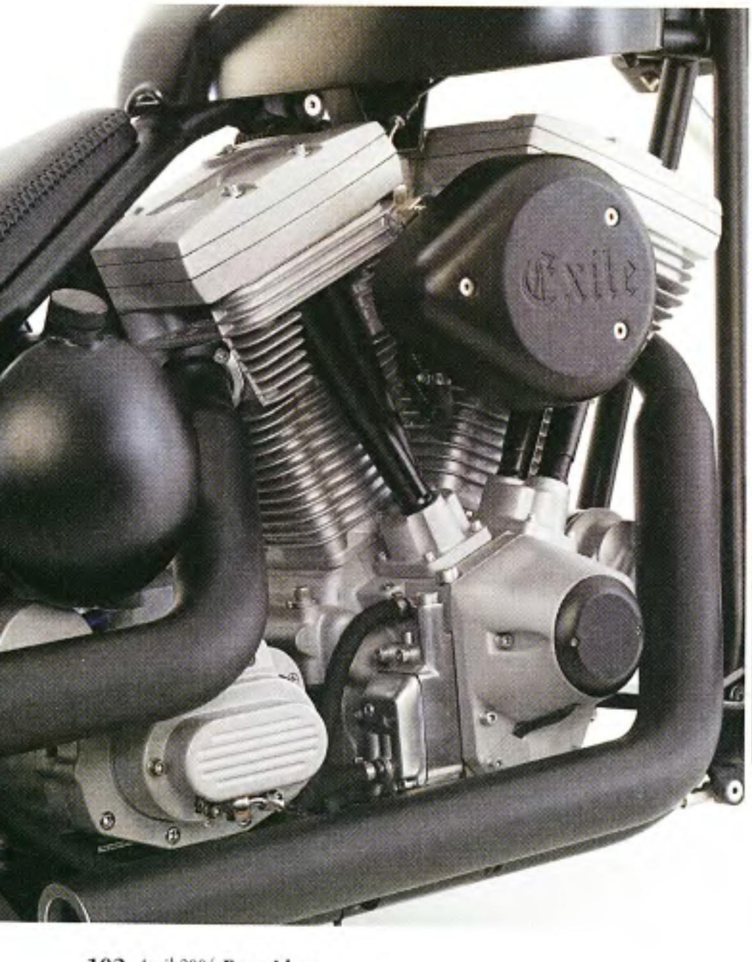
Made for more than bar crawls, Exile has named TSHB's bike "Hollywood." It's perfect for getaway hauls from L.A. to Key West, Florida, and discreet enough to outmaneuver the "lens cap crowd" through any canyon-carving expedition. It's not under whelming, nor is it under dressed, but the liberty you feel when riding it is ultimately unbridling.

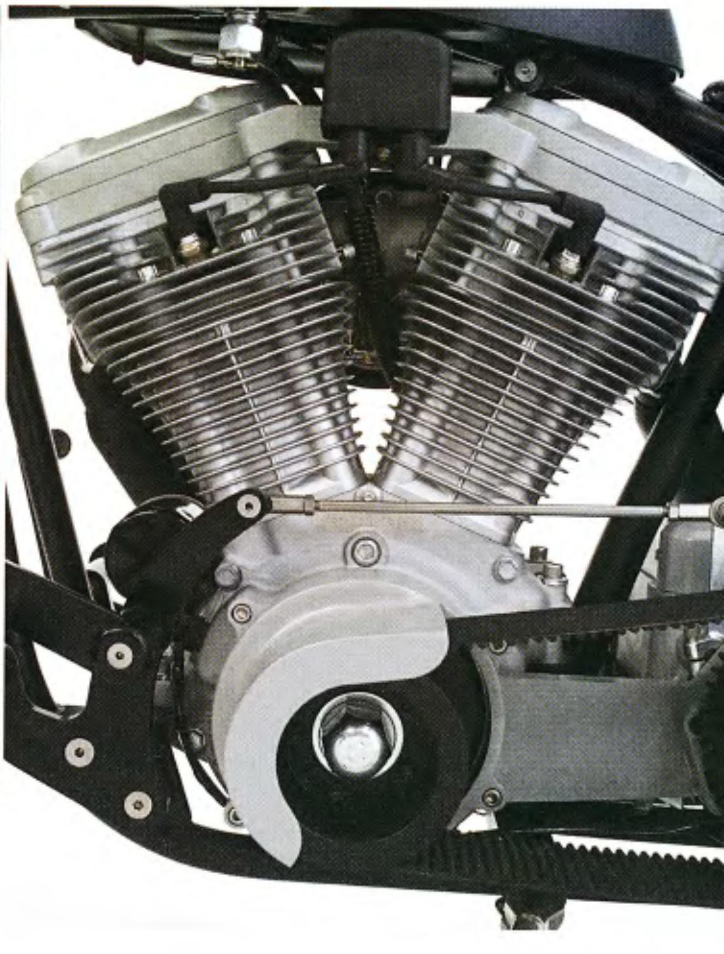
And, speaking of under dressed—or just undressed—check out the no bolt-on look of our all-natural Fox Hunt winner, Nikki. Not too shabby for a "slacker from Colorado," right?

You can get that same feeling of unbridled liberty as well from Exile Cycles. Visit www.exilecycles.com or give Russell a call at 818-768-7667.

—*Cheesey Bitch*




Exile



Owner: ....Top Secret Hollywood Brother
City: ....City of Angels, California

General

Fabrication: ....Exile Cycles
Year/make: ....2003 Exile Cycles
Model: .... Hollywood
Assembly:....................Exile Cycles
Time:................................6 months
Chroming: ....nowhere

Engine

Year: ....2003 Harley-Davidson
Rebuilder: Performance Specialties
Displacement:........80 cubic inches
Cam: ....Andrews
Carb: ....S&S
Pipes: ....Exile

Transmission

Year/make: ......2003 JIMS 6-speed

Painting

Molding: ....none
Painter: ....Miguels Psycle Paint
Color: ....Satin Black
Type: ....Urethane
Special paint: ....none

Frame

Year/make: ....2003 Exile by Daytec
Type: ....rigid
Rake: ....40 degrees
Stretch: ....none
Shocks: ....nowhere

Accessories

Handlebars: ....Exile
Risers: ....Exile
Handlebar controls: ....JayBrake
Fenders: ....Exile
Headlight: ....SJP
Taillight: ....Exile
Pegs: ....Exile
Foot controls: ....Exile
Gas tank: ....King Sportster, re-worked by Exile
Oil tank: ....Exile
Seat: ......Exile seat base, Paul Cox Upholstery
Mirrors: ....none
Grips: ....Exile

Front end

Type: ......Exile "Hollywood Special" (H-D Sliders, SJP 6-degree trees)
Builder: ....Exile

Wheels

Make: ....Exile
Hub: ....Exile
Size: ....chunky
Tires: ....Avon 230 rear, Metzeler 200 front
Brakes: ..Exile sprocket brake, rear; Exile 4-piston caliper front
Photos: ....Rick Hustead

HE SAID, SHE SAID

This month I'm going to address the entire topic of male/female communication and why the two sexes should avoid talking to each other if at all possible. Men and women both use words, but that's where the similarities in communication end. Words mean very different things depending on who said them and why. What people say and what they mean are not always the same.

Let's take a look at some bits of conversation you might hear between a typical couple. You'll notice a subtle difference between what is said and what is meant. If this leaves you feeling afraid to speak to the fairer sex, that's probably a good thing. My advise is next time you find yourself in a conversation with a woman, just nod and feed her shooters until she quits talkin'.

She says: Honey, would you mind taking the garbage out?
She means: If you ever want sex again in your miserable life you'll drag your fat ass off the couch and do something.
He says: Yes dear.
He means: Why don't you go nag somebody else you crusty old bitch.

She says: What would you like for dinner?
She means: Bitch about my food one more time and I'll cut your tongue off.
He says: Anything you make will be fine.
He means: Anything you make will taste like anything else because it all tastes like shit.

She says: How was work today?
She means: Did you try to fuck any of those sluts you work with?
He says: Just a regular day.
He means: I tried to get the blonde in reception to give me a blowjob, but she's as frigid as you.

She says: Would you mind mowing the lawn after dinner?
She means: If you hang around watching TV all night I'm going to put a bullet in the back of your skull.
He says: It would be my pleasure.
He means: Sure, I'll mow the lawn when you shave the forest of cacti off your cow-like thighs.

She says: Honey, do you still love me?
She means: Toss me a compliment you tight-ass prick.
He says: I sure do, as much as I did the day we got married.
He means: I can't believe I married such a miserable bitch.

So how is this possible? Why can't the two sexes just have a normal, honest conversation? Personally, I think there are two reasons. 1) No matter what the man says, he wants the conversation to end with sex. 2) No matter what the woman says, she wants the conversation to end with anything but sex.

In contrast to the above conversation, let's take a look at how two average guys talk to each other. You'll notice a slight difference.

Guy 1 says: Would you like a beer?
Guy 1 means: Would you like a beer?
Guy 2 says: Yes.
Guy 2 means: Yes.

Guy 1 says: Wadya do today?
Guy 1 means: Wadya do today?
Guy 2 says: Not much.
Guy 2 means: Not much.

Do you see the difference? It's subtle but it's there. The two guys have a mutual relationship based on beer and not doing too much. This differs from the male/female relationship mostly because women generally don't appreciate beer and not doing much to the extent that men do.

So you might be thinking, "If we could get women to enjoy beer more, all our problems would disappear." Seems like the simple answer, but alas, it just doesn't work. Women who like beer too much tend to start to look like men who like beer too much. But it doesn't look as good on them. Giant gut, double chin, barstool shaped ass, not all that attractive. Also, if women start drinking beer and not doing much, who's going to do the cooking?

So aside from never speaking, is there a way to improve communication between the sexes? Well yes, there is. When a female says something, you as the male have two choices. Listen or don't. The problem with listening is that you may hear something you don't want to, like a request to perform some household duty, or a complaint about your personal hygiene. Not listening solves this problem, and eliminates much of the stress resulting from paying attention. Let's check out a conversation where not listening is being applied.

She says: Honey, would you mind taking the garbage out?
He hears: bzzzzzzzzzzzz
He thinks: I need to get a new drill.

She says: Would you mind mowing the lawn?
He hears: bzzzzzzzzzzzzz
He thinks: I wonder where I put my old drill.

She says: Honey, do you still love me?
He hears: bzzzzzzzzzzz
He thinks: Maybe I loaned it to Bob.

Do you see the radical improvement in communication? She still gets to make her noises, requests and other female sounds, but he is not stressed out because he's replaced her regular sounds with a kind of white noise. A very effective method that can also be used on bosses, children and annoying in-laws who don't know when they've overstayed their welcome. I tried using this system on a cop one time, but I started paying attention pretty quick once I heard him use the phrase "prison sodomy."

So I think to sum things up it's safe to say that, as a rule and to promote peace between the sexes, men and women should definitely avoid talking to each other. Really, what did talking ever accomplish in this world. Wars aren't won by talking, they're won by the side with the most bombs. Governments don't run on talk. They run on a steady diet of blowjobs and hard cash bribes. Talking in most situations, not just between the sexes, is highly overrated. I figure if it can't be communicated with grunts and hand signals it probably isn't worth saying. If I could just figure out an effective hand signal for "get me a beer and make me a sandwich" I might never have to talk to a woman again.

—Greg White

Test Your Racing Skills

Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

★ *2nd Annual Dyno-Drag Nationals* ★

Anyone racing in the 2004 year will qualify for the 2005 Dyno Drag Nationals.
Cash Prizes ★ Trophies
Winners will be featured in V-Twin Magazine.
$10,000 purse even last place will get $1,000!

We'll be at these events:

1/3/2004	Dyno Drag Nationals - Pomona, CA
1/31-2/2	V-Twin Expo - Cincinnati, OH
2/13-2/15	Easyriders Bike Show, Columbus OH
2/22	Harley-Davidson of Miami - Miami, FL
3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
4/22-4/24	Laughlin River Run - Laughlin, NV
4/29-5/2	River City Bikefest - San Antonio, TX
5/7-5/9	Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15	Bike Week - Myrtle Beach, SC
5/21-5/23	Brian's Harley-Davidson - Langhorne, PA
5/28-5/30	Bridging the Gap - Myrtle Beach, SC
6/4-6/6	Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13	Gutteridge Harley-Davidson - Danville, IL
6/16-6/19	Laconia Bike Week - Laconia, NH
6/26	J&P Cycle - Anamosa, IA
7/1-7/3	Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11	Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18	Liberty Harley-Davidson -Akron, OH
7/23-7/25	Bikefest - Carlisle, PA
7/26-7/31	Honda Homecoming - Marysville, OH
8/6-8/8	MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	Open
8/27-8/29	Hals Harley-Davidson - New Berlyn, WI
9/2-9/5	Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12	Loess Hills Rally - Council Bluff, IA
9/17-9/19	H-D of San Jose - San Jose, CA
9/22-9/26	H-D of Reno - Reno, NV
10/1-10/3	Bikes, Blues & BBQ - Fayetteville, AR
10/8-10/10	Open
10/16	Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23	Biketoberfest - Daytona Beach, FL
10/29-11/1	Open
11/6	Stone Mountain H-D - Lilburn, GA
11/12-11/14	Open
11/19-11/21	Open
11/25-11/28	Happy Thanksgiving
12/3-12/5	Open
12/10-12/12	Open
12/17-12/19	Open
12/24-12/26	Merry Christmas
12/31	Happy New Year
★ *1/8/2005*	***2nd Annual Dyno-Drag Nationals - Pomona, CA***

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At 81 most folks we know have pretty much given up on sex and rock 'n' roll, while the only drugs they ingest tend to be those expanding their longevity as opposed to their minds. Not so Laconia, however. At 81, the Laconia Bike Week is literally roaring to go full tit, I mean, tilt, with lotsa rocking and rolling all over the place and plenty of sex for those who have the ability and inclination (and luck). And as far as the drug part goes, well, Laconia can easily be considered one big mind- and awareness-expanding drug in itself. There's plenty of ecstasy to be found everywhere, from the hot flatbellies to the cool custom sleds, from the great riding scenery to the awesome party sites. Here, LSD is more likely to translate into Left-Side-Drive, while the only acid you really need would go into your battery…unless you run a dry cell version. And even then, what you really want to smoke is your tires.

So, what I'm saying is, who needs drugs when you've got Laconia? While it is certainly possible to o.d. on Laconia, the results could be quite pleasant. No need to call an ambulance; instead, just grab a coldie and take a break at any one of the many lakes, hollows, hills, and other natural endowments this area is famous for. And if she's not only able, but also willing…more power to ya. And if you're willing but not able…there's always Viagra.

We all should be this wild and crazy when we're 81, but since we won't, here's a look at what you'd be missing out on if you were that age right now. *—Tripper*

LACONIA SURVIVAL GUIDE

Laconia Schedule of Events
Let us preface the following schedule with the idea that our deadline precedes the event by a few months, so nothing you read here should be taken as written in stone—or even the paper it's written on. Things change in the last minute, and they certainly might have here.

Saturday, June 12

Rally Headquarters
open 9 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

New England Amateur Championship Road Racing
NH International Speedway
9 a.m.

Vintage Racing Motorcycle Show
Gunstock – 10:30 a.m.

Laconia Classic
Championship Observed Trials; Gunstock; New England Classic Trail Ride; AMA/Suzuki National Dual Sport Ride at NHIS; Registration – 7-9 a.m.

Cornerstone Outreach Ministries. The Tent.
24hr/8days, safety, food stop. Ten miles north of Keene on Rt. 9, 603-352-2616. Free all week.

Bikini Bike Wash
Loud Pipes Saloon – 12-6 p.m. Loud Pipes Saloon is located in Somersworth.

Loud Pipes Saloon
Bike Show – 2-4 p.m.

McGillicuddy's Restaurant & Pub – Special Promo and Biker's Welcome.
McGillicuddy's Restaurant & Pub also has special events and promos all week, watch for updates.

Laconia Reunion Riders BBQ
Gunstock – 6 p.m.
Reservations only

Welcome Vendors Dinner
Smokehouse Restaurant – 6 p.m.

Backwater Bar & Grill
Karaoke Contest – 9 p.m.-midnight

Lakes Region Greyhound Park: Watch for special events.

Broken Antler Restaurant:
Special promos.

Paradise Beach Club
Watch for special events.

Sunday, June 13

Kickoff Breakfast
Hart's Turkey Farm Restaurant, Meredith – 8 a.m.

Rally Headquarters
open 9 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters.

New England Amateur Championship Road Racing
NH International Speedway
9 a.m.

New England Classic Trail Ride. AMA/Suzuki National Dual Sport Ride; NHIS. Registration – 7-9 a.m.

Laconia Vintage Road Races
Gunstock – noon

Loud Pipes Saloon
Body painting contest – noon
Patio cookout – 1-6 p.m.

Coors Promo Week Kickoff and Pool Challenge
The Weirs Beach Smokehouse – 1-4 p.m.

Broken Antler Restaurant:
Special Promos.

Monday, June 14

Rally Headquarters
open 8 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

Victory Motorcycle Demos
Andy Currier Auto Gallery – 9 a.m.-5 p.m.

H.O.G. Poker Run
Meredith Harley-Davidson – 10 a.m.-5 p.m. Cash prizes.

AMA Gypsy Tour Parade
to U.S. Vintage Motorcycle Grand Prix
Leaves Rally Headquarters 10:30 a.m. sharp

Free CMA Coffee House
at Weirs Beach White Church Hall; hosted by the CMA Northeast Chapter – 8 a.m.-midnight

Music at the Marketplace – noon-midnight.

Loud Pipes Saloon
Special Biker Deals.

U.S. Vintage Motorcycle Grand Prix; NH International Speedway – 11 a.m.

Jose Cuervo Promo –
3-6 p.m.; The Weirs Beach Smokehouse.

AA Meeting, White Church Hall, Weirs Beach – noon and 8 p.m. Hosted by CMA Northeast Chapter.

Backwater Bar & Grill
Special Promos and giveaways.

Broken Antler Restaurant:
Special promos.

Fireworks Show sponsored by Lakeside Sharks MC and the Laconia Motorcycle Week Association
Weirs Beach – 10 p.m.
(Rain date: June 11).

Tuesday, June 15

Free CMA Coffee House
at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by the CMA Northeast Chapter.

Rally Headquarters
open 8 a.m.-9 p.m.
Weirs Beach Lobster Pound.

AMA National Gypsy Tour
Registration at Rally Headquarters.

MVTR Trail Ride, Pat's Peak, Henniker.
Registration – 8-9 a.m.

Victory Motorcycle Demos
Andy Currier Auto Gallery – 9 a.m.-5 p.m.

Guided Scenic Tour of the Lakes and Mountains from Rally Headquarters.
Leaves 10:15 a.m. sharp.

AA Meeting,
White Church Hall, Weirs Beach – noon & 8 p.m.

Best of the Bikes – 4 p.m. Weirs Beach Smokehouse.

H.O.G. Poker Run at Meredith Harley-Davidson – 10 a.m.-5 p.m. Cash prizes.

Penguin Racing School
NH International Speedway. 603-783-4744 for info.

Music at the Marketplace – noon-midnight.

Broken Antler: Great Burnout Contest – 2 p.m.

Loud Pipes Saloon
Special Biker Deals.

Zack's Lakeside Restaurant
Jose Cuervo promo – 4 p.m. Prizes.

Patrick's Pub & Eatery:
Coors Promo

Backwater Bar & Grill:
Special Contest.

Annual Chili Cook-Off to benefit the Weirs Historical Society Funspot – 6 p.m.

Wednesday, June 16

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by the CMA Northeast Chapter.

Rally Headquarters
open 8 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Register at Rally Headqrts.

Victory Motorcycle Demos
Andy Currier Auto Gallery – 9 a.m.-5 p.m.

AMA sanctioned Hill Climb at Gunstock. Hosted by Gunstock and the Ridgerunners, Route 11; Gilford Gates open at 8 a.m., starts at 10 a.m.

Roadhog Saloon
Special Biker's Breakfast Buffet – 9 a.m.-noon.

Guided Scenic Tour of the Lakes and Mountains.
Leaves Rally Headquarters at 9:30 a.m. sharp, ends at AMA Hill Climb.

MVTR Trail Ride, Rt. 10, East Lempster; Registration – 8-9 a.m.

H.O.G. Poker Run
Meredith Harley-Davidson – 10 a.m.-5 p.m. Cash prizes.

Music at the Marketplace – noon-midnight

AA Meeting, at White Church Hall, Weirs Beach – noon and 8 p.m.

Loud Pipes Saloon
Coors Light Promo, all day.

Lobster Pound
Jose Cuervo promo – 2 p.m. Prizes.

Nothin' Fancy
Special Promo; Prizes.

Patrick's Pub & Eatery
Motorcycle Week Adventure Series.

Backwater Bar & Grill
Coors Promo with Prize Giveaways.

Special Promos at the Weirs Beach Smokehouse – 4 p.m.

Broken Antler
Special Promo.

Thursday, June 17

Rally Headquarters
open 8 a.m.-10 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by the CMA Northeast Chapter.

Victory Motorcycle Demos
Andy Currier Auto Gallery – 9 a.m.-5 p.m.

Roadhog Saloon
Special Biker's Breakfast Buffet – 9 a.m.-noon

Guided Scenic Tours of the Lakes and Mountains.
Leaves Rally Headquarters at 10 a.m.

H.O.G. Pit Stop Tent
Buell and Harley Demo Rides NH International Speedway, South Gate – 9 a.m.

H.O.G. Poker Run
Meredith Harley-Davidson – 10 a.m.-5 p.m. Cash Prizes.

Pirate Moto-Cross, Minis to Pros; Racing starts at 10:30 a.m.; Jolly Roger's Moto-Sports Park.

Veterans Appreciation Day
All Day at Weirs Beach Smokehouse

Slow Races on Main Street
Downtown Laconia – noon-3 p.m. Cash Prizes.

NA Meetings, Cornerstone Bldg. (Corner of Lakeside Ave and Foster St.); Weirs Beach – noon-1:30 p.m. and 5:30-7 p.m.

Music at the Marketplace – noon-midnight.

AA Meeting, White Church Hall – noon and 8 p.m.

Mt. Washington Auto Road Motorcycles only on the Highway to the Sky all day, First Time Ever

Custom Bike Show
Historic Train Station in Downtown Laconia – 1-6 p.m.

Broken Antler
Special Biker Wrestling Contest – 1 p.m. and 4 p.m.

Wolftrap in Wolfeboro:
Lobster Boil with Coors Light At the Docks and Hesky Park; Chicken BBQ – afternoon, Meredith

Naswa Resort:
Jose Cuervo Promo – 4 p.m. Prizes

Loud Pipes Saloon
Foosball Tournament – 4-8 p.m.

Music at the Market Place
Weirs Beach – 6 p.m.-midnight

Broken Spoke Saloon
Tattoo Contest in the afternoon; Special promos

Jolly Roger's Moto-Sport Park; Bull-Pen Blowout, NH Amateur Flat-Track Racing Pro-Bash for Cash. Speedway Bikes Racing starts at 6:30 p.m.

Backwater Bar & Grill:
Jose Cuervo Promo – 3-6 p.m.

POW-MIA Freedom Ride,
Sponsored by H-D Riders MC Leaves Lakes Region Plaza at 6 p.m. sharp

AMA Sanctioned Flat-Track Races – 7 p.m.; Jolly Roger's Moto-Sport Park; For info call 508- 874-1732

Loud Pipes Saloon
T-shirt Contest – 10 p.m.

Patrick's Pub & Eatery
Special Motorcycle Week Comedy Night – 10 p.m.

Friday, June 18

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by the CMA Northeast Chapter

Rally Headquarters
open 8 a.m.-10 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration
Rally Headquarters

Victory Motorcycles Demos
Andy Currier Gallery – 9 a.m.-5 p.m.

Loudon Classic
NH International Speedway – 8:30 a.m. practice and 2:30 p.m. qualifying.

H.O.G. Pit Stop Tent, Buell and Harley Demo Rides NH International Speedway, South Gate – 9 a.m.

Roadhog Saloon
Special Biker's Breakfast Buffet – 9 a.m.-noon

H.O.G. Poker Run
Meredith Harley-Davidson – 10 a.m.-noon. Cash prizes.

Cornerstone's Laconia Motorcycle Week,
Bike Blessing with Papa Joe Delio – 11 a.m.; rain or shine at Gunstock Recreation Area, Gilford

AA Meeting, White Church Hall – noon and 8 p.m.

Patrick's Pub and Eatery:
Jose Cuervo Promo

Music at the Market Place – noon-midnight

Biker Fashion Show at the Market Place, Weirs Beach – 8:30 p.m.

NA Meetings, Cornerstone Bldg. ; (Corner of Lakeside Ave and Foster St, Weirs Beach) – noon-1:30 p.m. and 5:30-7 p.m.

Backwater Bar & Grill:
Special contest and live entertainment – 3-6 p.m.

Wolftrap Restaurant in Wolfeboro:
Coors Light Promo – 3-7 p.m.

Ms. Broken Antler Contest
Broken Antler – 4 p.m.
Broken Spoke Saloon; Miss Coors Light and Loud Pipes contests

Loud Pipes Saloon:
York Beach Ocean Run, leaves at 2 p.m.

Formula USA Pro Singles National Mile Race, $10,000. Rochester Fairgrounds – 7:30 p.m.

Saturday, June 19

Rally Headquarters
open 8 a.m.-10 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

Victory Motorcycle Demos
Andy Currier Auto Gallery – 9 a.m.-5 p.m.

Roadhog Saloon:
Special Biker's Breakfast Buffet – 9 a.m.-noon

Motorcyclists Breakfast,
Meredith Fire Station, U.S. Route 3, Meredith – 7-10 a.m.

Loudon Camel Classic
NH International Speedway, Final Qualifying Practice – 8 a.m. ; Two 250 Grand Prix Qualifying Races, 750 Supersport Race – 12:30 p.m.

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-midnight. Hosted by CMA Northeast Chapter

Funspot
Official Custom Motorcycle Show sponsored by Biker's Choice for MDA – 9 a.m.

H.O.G. Pit Stop Tent, Buell and Harley demo rides NH International Speedway, South Gate – 9 a.m.

NA Meetings, Cornerstone Bldg.; (Corner of Lakeside Ave and Foster St, Weirs Beach) – noon-1:30 and 5:30-7 p.m.

AA Meeting, White Church Hall – noon and 8 p.m.
Rally trophies awarded
Rally Headquarters – 2 p.m.

Loud Pipes Saloon: Bike Show (via Franklin St.) – 1-3 p.m.

Broken Spoke Saloon
Arm Wrestling Contest – 1 p.m.; Special Promos

Giant Annual Pig Roast & T-shirt Contest
Broken Antler – 1 p.m.

Music at the Market Place – noon-midnight

Tattoo Showdown at the Market Place, Weirs Beach – 8:30 p.m.

AMA Sanctioned Flat Track Races – 7 p.m.
Canaan 978-874-1732

Backwater Bar & Grill
Long Distance Contest and Karaoke Contest – 9 p.m.-midnight

Loud Pipes Saloon Miss Loud Pipes contest – 9 p.m.

Sunday, June 20

Free CMA Coffee House at Weirs Beach White Church Hall – 8 a.m.-4 p.m. Hosted by CMA Northeast Chapter

Rally Headquarters
open 8 a.m.-5 p.m.
Weirs Beach Lobster Pound

South Baptist Church Service for all Motorcyclists
85 Court St., Downtown Laconia – 7:30 a.m.

Christian Worship Service
Led by CMA Evangelist, Rick Steffy; White Church Hall. All Are Welcome – 9 a.m.

Roadhog Saloon:
Special Biker's Breakfast Buffet – 9 a.m.-noon

Loud Pipes Saloon:
Patio Cookout – 1-6 p.m.
Bikini Contest – 4 p.m.

Final Motorcycle Parade to NH International Speedway. Leaves at Meredith High School Parking Lot at 10 a.m., joins with group at Weirs Beach. Open to all.

81st Loudon Classic at NHIS Superbike Race; H.O.G. Pit Shop Tent; South Gate NH International Speedway – 9 a.m.

At press time several events were still pending during the week. Please, check for updates.

WHERE TO FIND SHELTER

If regular showers are your thing and you don't feel the need to share your sleeping bag with New Hampshire's fauna, check out these hotels, motels, cottages, condos and/or RV campgrounds:

Hotels, Motels, Cottages, and Inns

Abakee Cottages
Weirs Beach
603-366-4405

Agnes Pease House
Rochester
603- 332-5509

Anchorage on Lake Winnisquam
Rt. 3, Tilton
603-524-3248

Appletree Cottage
Winnisquam
603-524-8031

B. Maes Resort Inn & Suites
Rts. 11 and 11B, Gilford;
800-458-3877 – 603-293-7526

Barton's Motel
Union Ave, Laconia
603-524-5674

Bay Side Inn
Alton Bay
603-875-5005

Baytop Motel
Laconia
603-366-2225

Belknap Point Motel
Rt. 11, Gilford;
603-293-7511 – 888-454-2537

Birch Knoll Motel
Laconia
603-366-4958

Black Horse Motor Court
Rt. 3, Ashland
603-968-7116

Brook & Bridle Summer Homes
Roberts Cove Rd., East Alton
603-569-2707

Cannon Mountain View Motor Lodge, Franconia
603-823-9577

Castle Rest at Weirs Beach, Weirs Beach
603- 366-2566

Channel Inn & Cottages
Weirs Beach
603- 366-4673

Christmas Island Resort
Weirs Blvd., Laconia,
603-366-4378 – 800-832-0631

Clearwater Cottages
Neal Road, Meredith
617-438-6700 – 603-279-6608

Cozy Inn & Cottages
Weirs Beach
603-366-4310

Country Lake Resort
Rt. 3, Winnisquam
603-524-6897 – 888-855-6897

1848 Inn & Motor Resort
Rt. 3, Weirs Beach
603-366-4714

Eagle House
Weirs Beach
603-366-5927

Ellacoya Resort & Cottages
Gilford
603-293-7792

Grand View Motel
Weirs Beach
603-366-4973

Gunstock Country Inn
Gilford
603-293-2021 – 800-654-0180

Half Moon Motel & Cottages
Weirs Beach
603-366-4494 –
halfmoonmotel@weirsbeach.com

Harris Shore Cottages
Gilford
603-267-5941

Highland Motel & Cottages
Weirs Beach
603-366-5500

Hi-Spot Motor Court
Rt. 3, Weirs Blvd., Laconia
603-524-3281

Holiday Bay Cottages
Weirs Blvd., Laconia
603-366-4414

Inn at Mill Falls & Bay Point Chase House Rt. 3, Meredith
603-279-7006
800-622-6455

King Birch Inn
Alton Bay
603-875-2222

Kona Mansion Inn
Center Harbor
603-253-4900

Lake Shore Motel & Cottages
Center Harbor
603-253-6244
941-439-6625 (w)

Lakeview Hotel & Cottages
Weirs Beach
603-366-4621

Lake Winnipesaukee Motel
Rt. 3 Weirs Beach
603-366-5502

Landmark Inn
Main Street, Laconia
603-524-8000

Lazy E Motor Inn
Rt. 3, Weirs Beach
603-366-4003
schuster@fcgnetworks.net

Lord Hampshire Motel & Cottages
Rt. 3, Tilton
603-524-4331

Lynnmere Motel & Cottages
Rt. 3, Tilton
603-524-0912

Margate on Winnipesaukee
Rt. 3, Laconia
603-524-5210
800-MARGATE

Marquis Resort
Winnisquam
603-524-0408

Misty Harbor Resort & Barefoot Beach Resort
Rt. 11B, Gilford
603-293-4500 – 800-336-4789
misty@mistyharbor.net

Mountaineer Motel & Restaurant
Rt. 3, Lincoln
603-745-2235 – 800-356-0046

Naswa Resort
Weirs Blvd, Laconia
603-366-4341
thenaswa@aol.com

Phillips House
Winnisquam
603-524-1649

Proctor's Motel & Cottages
Weirs Beach
603-366-5517

Resman Lodging at Misty Harbor
Rt. 11B, Gilford
603-293-4700
877-337-4789

Richaven Cottages
Weirs Blvd., Laconia
603-524-7704
413-583-3132 (w)

Riverview Inn
Alton Bay
603-875-5001

Rosewood Country Inn
Bradford
603-938-5253
800-938-5273

St. Moritz Terrace Resort
Laconia
603-366-4482

Shalimar Resort & Spa
Rt. 3, Lake Winnisquam
603-524-1984 – 800-742-5462

Silver Sands Motel & Marina
Rt. 11B, Gilford
603-293-4481

South Bay Resort
Laconia Rd., Tilton
603-528-2449

Sun Valley Cottages
Rt. 3, Weirs Beach
603-366-4945

Super 8 Motel
Rt. 3, Tilton
603-286-8882 – 800-800-8000

Tower Hill Cottages
Weirs Beach
603-366-5525

Town Line Motel
DW Highway, Meredith
603-366-5570

White Oak Motel & Lakefront Cottages
Ashland
603-968-3673 – 888-965-1850
whiteoakmo@aol.com

Weirs Beach Smokehouse
Weirs Beach
603-366-2400

Weirs Beach Motel & Cottages
Weirs Beach
603-366-4604

Yankee Trail
Rt. 3, Holderness
603-968-3535 – 800-972-1492
ytm@worldpath.net

Bed & Breakfasts

Bay Side Inn
Alton Bay
603-875-5005

Belgian Acres
Tilton
603-286-2362

Black Dog Manor
Franklin
603-934-0322
h20dogs@fcgnetworks.net

Cartway House Inn
Center Sandwich
603-284-6219 – 800-501-6219

Corner House Inn
Center Sandwich
603-284-6219 – 800-501-6219

Duck Pond B & B
Alton
603-776-4111

Englewood B&B
Franklin
603-934-1017
888-207-2545

Ferry Point House
Sanbornton
603-524-0087
errypt@together.net

Hickory Stick Farm
Belmont
603-524-3333

Historic Temperance Tavern
Gilmanton
603-267-7349
temptav@nh.ultranet.com

Horse Haven
Salisbury
603-648-2101

Inn at Smith Cove
Gilford
603-293-1111

Inn at Peyton Place
Gilmanton I.W.
603-364-7315

The Agnes Pease House B&B
Rochester
603-332-5509

Shaker Woods Farm
Sanbornton
603-528-1990
shaker_woods_farm@compuserve.com

Red Hill Inn
Center Harbor
603-279-7001
800-573-3445

Condominiums

Cedar Lodge at Brickyard
Weirs Beach
603-366-4316 – 800-366-4883

Della Paolera Condo
Weirs Beach
978-463-3163 after 6 p.m.
BigMrD@aol.com

Gagnon Properties
Weirs Beach
603-623-5997 – 603-366-2556

Lake Valley Properties
Carlisle, MA
508-369-8049 – 603-366-4684

Samoset at Winnipesaukee
Gilford
603-293-8068

Private Condos
Steele Hill Resort
Sanbornton
603-524-2690
00-286-6985

Summit Resort
Laconia
603-366-4896
800-563-7060

Village at Winnipesaukee
Weirs Beach
603-366-4878

Vacation Rentals

Century 21 Lakes
Region Realty , Center Harbor; 603-253-7766
eperts@LakesRegionRealEstate.com

Coldwell Banker Steve Weeks, Realtors
Laconia; 603-524-2255

Preferred Vacation Rentals
Center Harbor; 603-253-7811 – 800-639-4022

Roche Realty at South Down Shores
Laconia; 603-528-0088

De Wolfe Company
Laconia ; 603-524-5256

Camping

Clearwater Campgrounds
Meredith; 603-279-7761 – 617-438-6700

Ellacoya State Park
Gilford; 603-271-3628

E-Z Livin Cabin
Bristol ; 860-599-0749

Hack-Ma-Tack Camping Area
603-366-5977

Gunstock Campground
Gilford; 603-293-4341 – 800-GUNSTOCK

Meredith Woods 4 Season Camping
Meredith ; 603-279-5449 – 800-848-0328

Paugus Bay Campgrounds
Weirs Beach ; 603-366-4757

Pine Hollow Camping World
Weirs Beach; 603-366-2222 – 508-647-1966

Pine Woods
Moultonboro; 603-253-6251

Weirs Beach Tent & Trailer Park
Weirs Beach; 603-366-4747

Yogi Bear's Jellystone Park
Ashland; 603-968-9000

NH Veteran's Association Campground
603-366-5568

WHERE TO TASTE LOCAL SUDS AND HEAR SOME LIVE MUSIC

Broken Antler: rock 'n' roll, blues

Naswa Resort: live bands, different styles

Nothin' Fancy: pop

The Crossroads: occasional rock 'n' roll

Weirs Beach Smokehouse: excellent blues

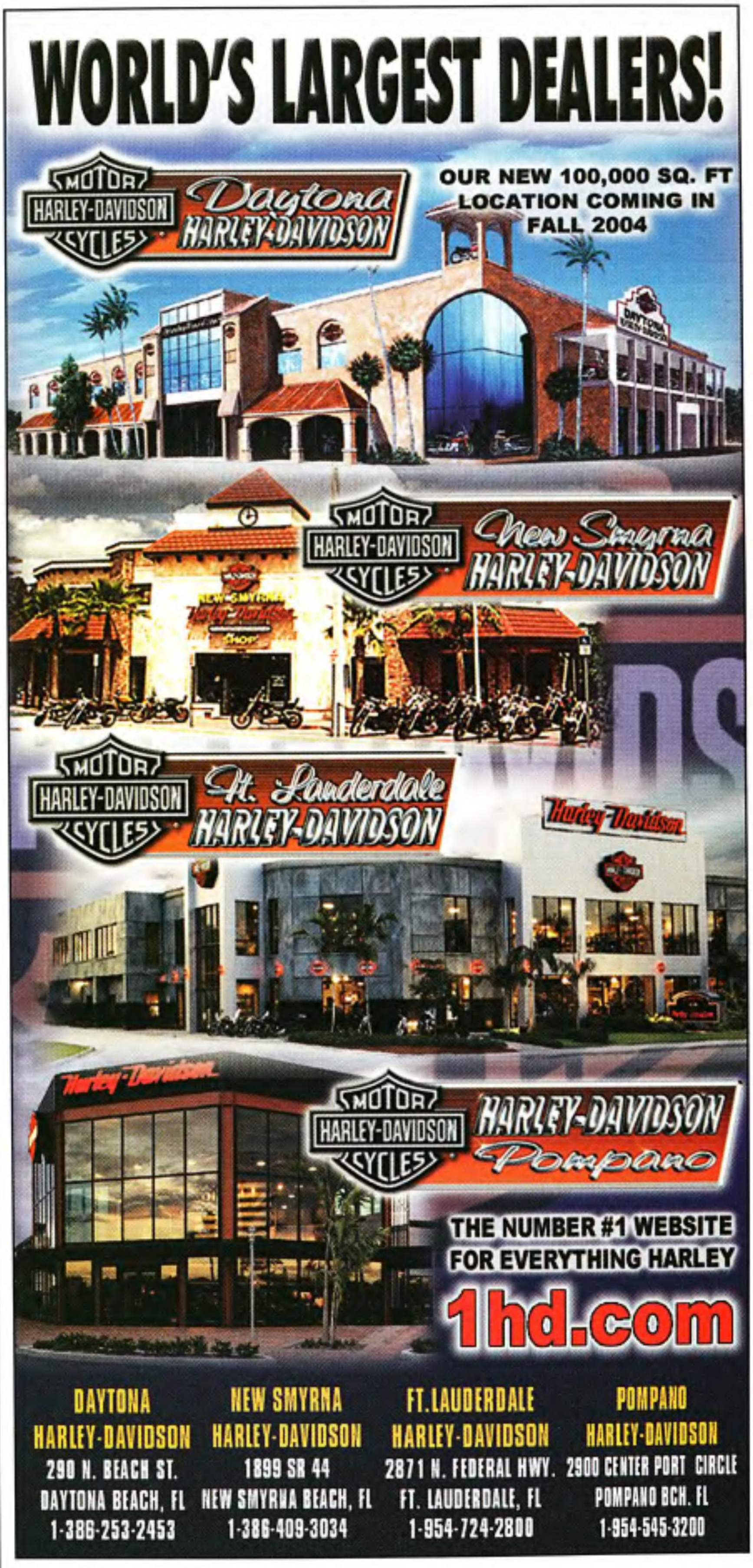
WHERE TO EAT

Places to stuff your belly at.... And you can eat there, too.

Eateries

At the Center of Weirs Beach

Patio Garden Restaurant
Specialty: Italian and American
Meals served: lunch and dinner
Location: Winnipesaukee Marketplace
Phone: 603-366-5800



Eateries Cont.

StageView Sub Shop & Grill
Specialty: subs, burgers, seafood, BBQ
Meals served: lunch and dinner
Location: Winnipesaukee Marketplace
Phone: 603-366-5800

JB Scoops Ice Cream
Specialty: Eyes Scream!!!
Location: Winnipesaukee Marketplace
Phone: 603-366-5800

Half Moon Pizza Stand
Specialty: Hey, we're bettin' tossable pies, right?
Meals served: lunch and dinner
Location: 240 Lakeside Ave.
Phone: 603-366-4315

Hart's Homemade Slush
Specialty: Slush
Location: 248 Lakeside Ave.
Phone: 603-366-2181

Lisa's Lakeside Diner
Specialty: American
Meals served: breakfast, lunch and dinner
Location: 279 Lakeside Ave.
Phone: 603-366-2005

Nothin' Fancy Bar & Grill
Specialty: Mexican
Meals served: lunch and dinner
Location: 306 Lakeside Ave.
Phone: 603-366-5764

Pier Restaurant
Specialty: American
Meals served: lunch and dinner
Location: Winnipesaukee Pier
Phone: 603-366-5970

Weirs China Mama
Specialty: Chinese, of course
Meals served: lunch and dinner
Location: Winnipesaukee Pier
Phone: 603-366-9373

Eateries
Outside of Weirs Beach

The Lobster Pound
Specialty: lobster, seafood
Meals served: lunch and dinner
Location: Weirs Beach Arrow
Phone: 603-366-5713

Weirs Beach Smokehouse
Specialty: BBQ
Meals served: dinner
Location: Weirs Beach Arrow
Phone: 603-366-2400

Bridgewater
Specialty: American
Meals served: lunch and dinner
Location: 1208 Weirs Blvd.
Phone: 603-366-5912

Crossroads
Specialty: American
Meals served: lunch and dinner
Location: 1209 Weirs Blvd.
Phone: 603-366-9351

Naswa Resort
Specialty: American
Meals served: lunch and dinner
Location: 1086 Weirs Blvd.
Phone: 603-366-4341

Christmas Island Steakhouse
Specialty: American
Meals served: lunch and dinner
Location: 630 Weirs Blvd.
Phone: 603-366-4664

Kellerhaus
Specialty: waffles
Meals served: breakfast
Location: Route 3
Phone: 603-366-4466

JT's Bar-B-Q
Specialty: BBQ and seafood, no doubt
Meals served: breakfast, lunch and dinner
Location: Route 3
Phone: 603-366-7322

The Tamarack
Specialty: American
Meals served: lunch and dinner
Location: Route 3
Phone: 603-366-4687

The Broken Antler
Specialty: American
Meals served: lunch (Sat. and Sun. only) and dinner
Location: 41 Scenic Road
Phone: 603-366-4005

Jack's Bait Shack
Specialty: seafood, Cajun
Meals served: lunch and dinner
Location: 818 Endicott Rd.
Phone: 603-366-4446

SERVICES

We all need some service sometime, and so here's a few places that might fit your need. If you're looking for some "special"-type service, well, you're on your own.

Bike Shops/Repairs

AJ Welding
Cotton Hill Rd., Merideth
603-279-6331

American Cycle – 24 hr. service
Route 106, Belmont
603-528-4118

BCM Motorsports
229 Messer St., Laconia
603-524-4898

Concord Motorcycle Shop
Basin St., Concord
603-228-0364

Cycle Warehouse
Route 107, Laconia
603-528-1957

Freedom Cycle
105 Manchester St., Concord
Road calls
603-225-2779

Goodhues Rad Rides
315 Laconia Rd., Tilton
603-286-7583

Heritage Harley-Davidson
142 Manchester St., Concord
603-224-3268

Meredith Harley-Davidson
8 Maple St., Meredith
603-279-4526

Power Stroke
Route 106, Belmont
603-528-6687
24 hr. service

TATTOOING

Crows Creations
455 S. Main St., N. Conway
603-356-5551

Hollywood Ink
Weirs Beach
603-366-2425

LA East House of Tattooing
49 Elm St., Laconia
603-524-6908

Millenium Tattoo
Main St., Ashland
603-645-3454

Old Skool Tattoo
Canal St., Laconia
603-528-7695

Razor's Edge Tattooing
302 Main St., Tilton
603-286-7164

Screaming Needles Tattooing
190 Main St., Plymouth
603-536-8282

HOBO & WINNIPESAUKEE SCENIC RAILROADS

provide train transportation to Weirs Beach during Laconia Motorcycle Week. No vehicles other than motorcycles are allowed on Weirs Beach Boulevard during Bike Week. The train has frequent service in and out of the Weirs Beach with parking at Meredith and Lakeport.

For more info about Bike Week call 603-279-5253, or all year 603-745-2135. The round-trip fare during Bike Week is $10 per person.

AIRPORTS

Laconia Airport Authority
66 Aviation Dr., Gilford
603-524-5003

Pemi-Riverside Airport
N. Ashland Rd., Ashland
603-536-9808

Plymouth Muni. Airport
Quincy Rd., Plymouth
603-536-9647

Concord Airport
71 Airport Rd., Concord
603-229-1760

Aircraft Charter Air Transport Inc.
Plymouth
603-536-7244

Concord Aviation Svcs.
Concord
603-228-2267

Emerson Aviation Inc.
Laconia
603-293-7980

Sky Bright Inc.
Gilford
603-528-6818

White Mountain Helicopter Hill
603-744-6232

Seaplane Services Inc.
Lakeport
603-524-0446

TOWING/BROS CLUB SERVICE

Looking for a terrific tow job? Nobody does it better than the Bros Club. You won't have to worry about a little thing like a breakdown turning into a major headache for you, because by joining the Bros Club, you are ensuring yourself the best help a rider on the road can have, 24 hours a day, seven days a week. All ya gotta do is call 800-325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada.

BIKE TRANSPORTATION

If you can't ride to Laconia, but have to have your bike there, shipping is the way to go. The following companies will be happy to take care of that for you.

J.C. Motors

As the official shipping company for us busy beavers here at the rag, they give exceptional shipping. In fact, they specialize in motorcycle shipping, because they started out as motorcycle shop and wholesalers. Even extra-long choppers and big-assed dressers are no problem for them, and they've got a special, patented "pop-up" crate, which they'll ship to the customer for easy crating, and then they'll pick it up. JC Motors ships internationally, nationwide, and to all rallies. And if the old lady's kicked your ass to the curb and ya gotta move all your crap out, they'll do that, too. For more info or to have them ship your ride, call 800-730-3151, or go to www.motorcycleshippers.com

Goldrush Motorsports

They'll ship your bikes from anywhere, USA, to Laconia, provided it's more than one. So if you and your buddies don't have the time to ride, just call Ken, and he'll handle it for you. Their phone number is 704-799-2890; their fax is 704-799-2892, and their Web site is www.goldrushmotorsports.com

Federal Company

As an agent for Allied Vans, they'll ship your bike pretty much anywhere within the continental U.S. They'll pick up individual bikes or groups, and the more bikes, the more of discount rate you'll get. Just make sure you call 'em about three weeks before you want the bike in Laconia, or a month if you live in the boonies. They'll even take your bike in Laconia for the return trip and drop you off at the airport. For more info call 800-747-4100 ext. 217.

BOAT RENTING/LEASING

There's lots of water in the neighborhood, and where there's water, well, there might be some fish. If you wanna make some waves, here are the right places to turn to.

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www.thurstonmarina.com

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65 Gold Street, Laconia; 603-524-3755

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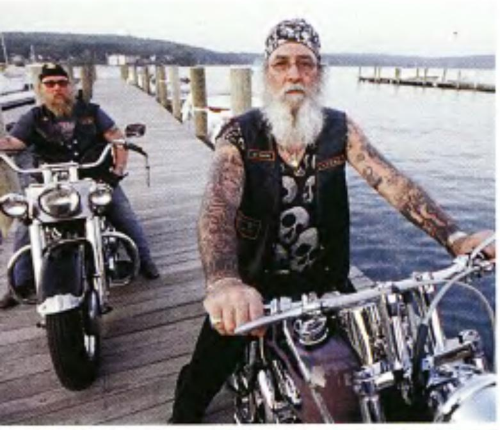
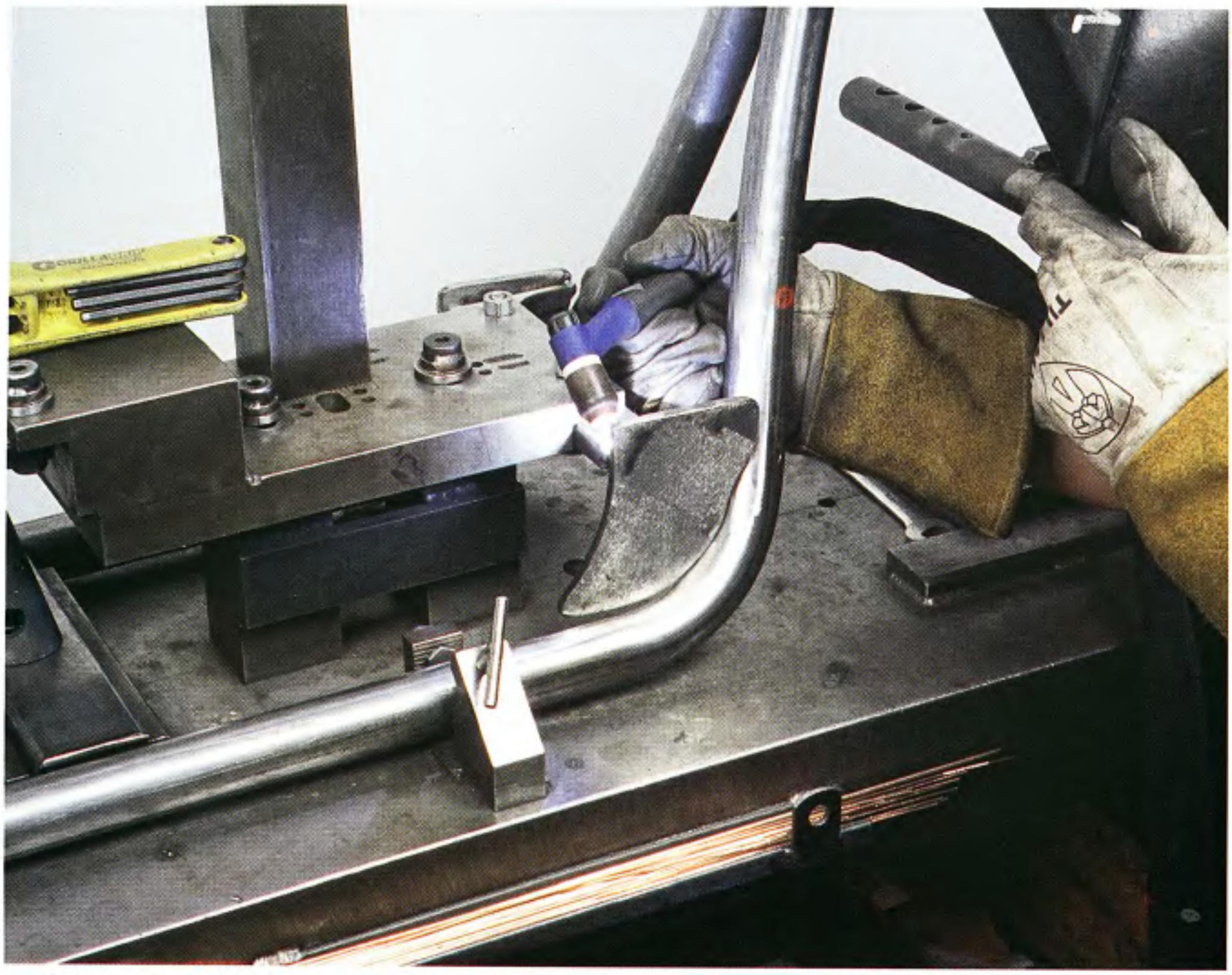


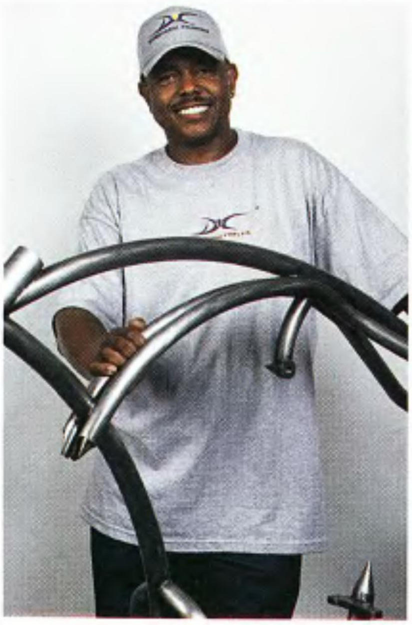
Photos: Michael Lichter

And that's all, folks. We hope you'll have a blast. Make sure you keep the rubber on the road (or wherever else it is appropriate), and get home safely, so you can start planning for the big 82nd Laconia Bike Week. We'll see ya there.



ERWIN GRAHAM PUTS THE CUSTOM INTO FRAME BUILDING

DIAMONDS IN THE ROUGH

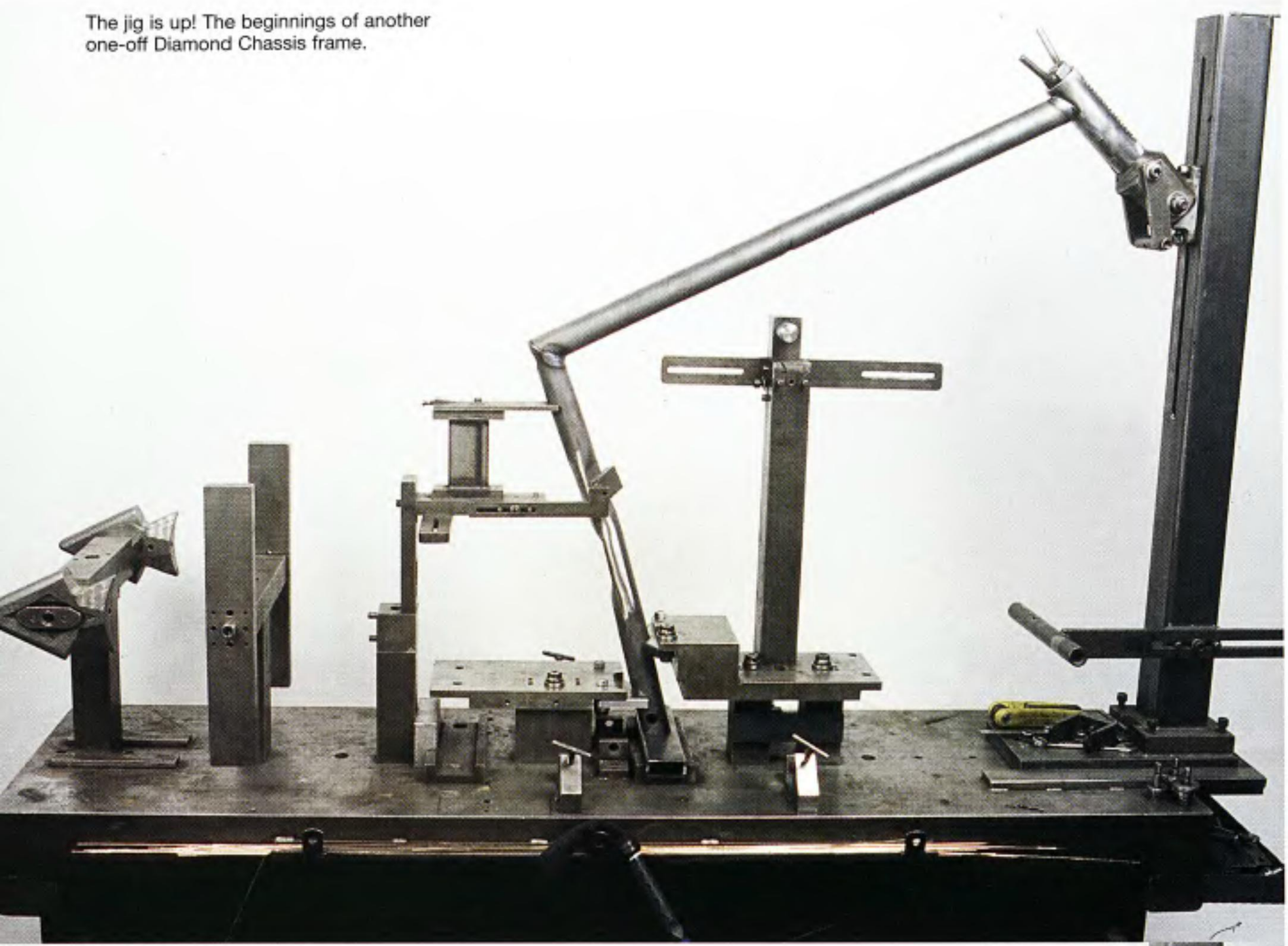


"If ya can believe it, all this started because I was a customer at a frame shop that went out of business," explains Erwin Graham. "If I was going to continue building bikes at the place I had, Showtime Customs, I'd have to build the frames, too." That was back in 1995, Erwin says, and Diamond Chassis, the company he opened out of necessity, hasn't looked back since. Well, maybe just a little.

Before running that bike shop Erwin had a successful marble and granite company going, and before that a landscaping business. He says he was "sort of sucked into the whole motorcycle field, because it was my hobby," and he figures that the frame business is the toughest one he's ever been in. For the first few years, until Erwin hooked up with his first big customer, Ultra, building maybe 100 frames for them, Diamond Chassis was a regular roller coaster ride. But before long other builders picked up on what these new guys out in Riverside, California, were doing, starting with Mondo at Denver's Choppers. "And I can't thank that guy enough," Erwin says. "He stuck with us right from the beginning. I love him to death."

Pretty soon Diamond Chassis had a Who's Who list of name builders on the client list, all wanting things done a little different. Famous guys like Billy Lane at Choppers Inc., Kendall Johnson, the Martin Bros., Gasoline Alley's Indian Larry, and Custom Cycle Creations. They all found their way to Diamond Chassis, and the list keeps growing.

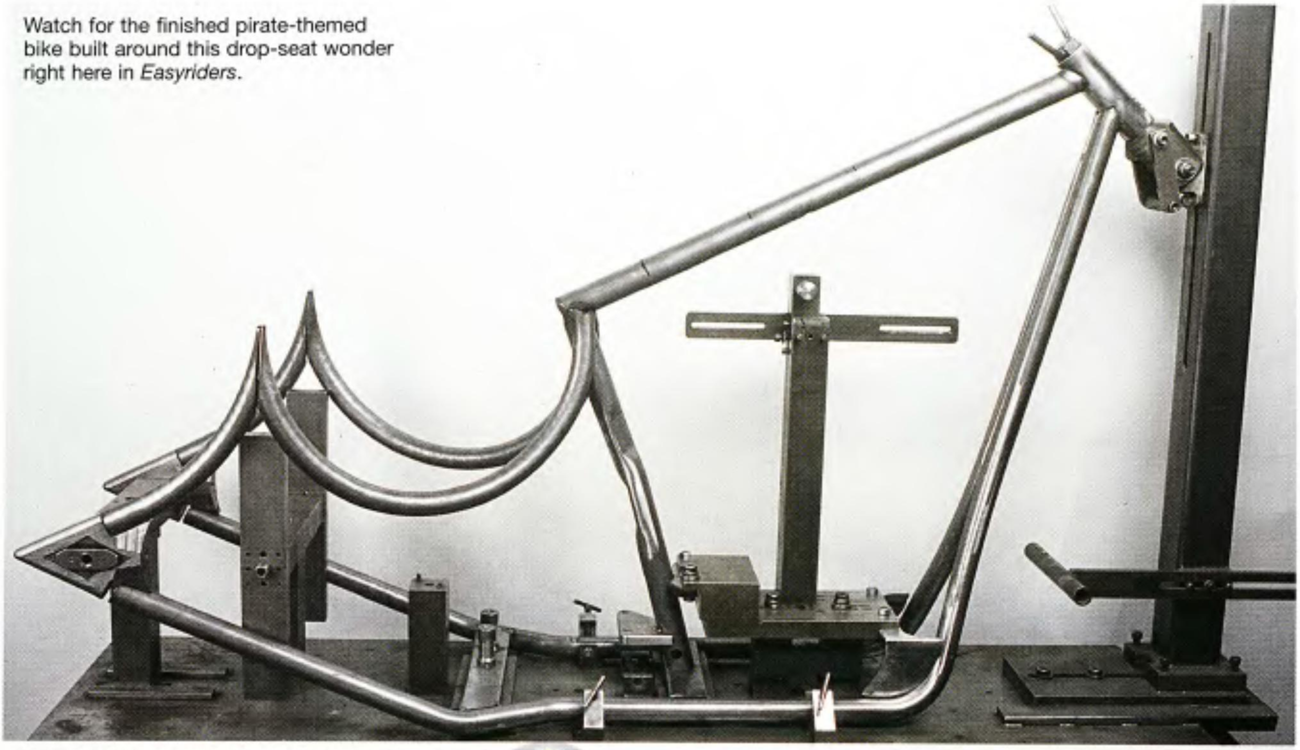
"Sometimes we'll get a full set of specifications to work from," Erwin says, "and we've built frames from nothing more than just a rough drawing on a napkin. It amazes me what these guys think up, and we've done some crazy stuff. Frames



The jig is up! The beginnings of another one-off Diamond Chassis frame.

Matt Burris of Dragonbilt Customs wanted something special to show off his unique building talents.

Watch for the finished pirate-themed bike built around this drop-seat wonder right here in *Easyriders*.



Erwin with his latest wild single downtube, hidden-shock chassis.

Photos: Markus Cuff

made out of elliptical tubing, square tubing, twisted, milled, anything." And Diamond does indeed do it all, rigids, hidden shock, 280- and 300-series tire stuff, FXR-type frames, single-sided frames—they've even built a chopper frame for a Ducati.

At this place anything goes, and it's been that way from the beginning. "We've never learned how to say no," explains Erwin. "Whatever anyone asks for, we'll deliver." It's that try-anything attitude that's made Diamond Chassis, and made the client list explode like it has. "We never had the wherewithal to become a big production shop," Erwin goes on. "We couldn't mass produce anything. So we became a custom/production shop, and to keep the doors open we'd build anything anyone wanted." They still do, and still don't have what you might call a "standard" frame.

Everything at Diamond is a one-off, built to the customer's specifications. And because every frame is different these guys got good at it, and they got fast. "We can build something in nothing flat," is how Erwin puts it. Because of that, when the clone-bike industry slowed down and other, bigger, frame shops started to feel the pinch Diamond was just fine. "We were over in our little corner doing our custom thing," says Erwin, doing it without a whole lot of competition. In addition to all those nationally known builders, Diamond's always done frames for the local guys, builders no one's ever heard of. Yet. So while a Billy Lane or a Kendall Johnson can pick up the phone and call Diamond Chassis, so can the average Joe-nobody. And boutique builder and home-garage guy alike get the same treatment and the same thing—exactly what they wanted.

Lately, Diamond's added sheet metal to the package, and that's taken off like a rocket. "Probably six out of every 10 frames going out the door have some tin on them now," Erwin says. And there's more to come. Along with those frames and the sheet metal, Diamond's now making wheels, and exhaust pipes, and handlebars, and triple trees, and gas caps, and fork stops, and they just started making motorcycle trailers as well. But at the core of it all are the frames, each one's made to order, and anyone can apply.

Want to order up a Diamond Chassis? That's what these guys are there for. Contact Diamond Chassis, 3232 Center St. - Building A, Riverside, CA 92501; call 909-784-9326.

—Joe Kress

SEAFOOD

There are some things in life that you do because your heart tells you to. The Sun Run is like that. This was the 15th year of South Florida's incredible Toys in the Sun Run and over 30,000 bikers showed up to party for a good cause.

Riders began lining up early in the morning out at the Pompano Harness Race Track on the first Sunday in December. VIP riders got extra attention by digging a little deeper in their chain wallets for the kids. The VIPs got a great breakfast, were allowed to ride up front in the pack and also got a buffet lunch as well as the chance to hob-knob with the celebrity Grand Marshals.

30,000 BIKERS PARTY IN SOUTH FLORIDA FOR A GOOD CAUSE

TOYS IN THE SUN RUN

The ride began at 10 a.m. and the pack of 30,000 riders required the cooperation of all the local police agencies. Sheriff Ken Jeanne organized 200 police units to close down the four main Interstate highways for nearly four hours to let the massive motorcade ride. At the head of the pack were Broward and Dade county Harley dealership owners Phil and Dirk Peterson, Bruce Rossmeyer and Greg Cooke.

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Heading out on the Interstate with hundreds of citizens lining the way waving American flags was a pretty cool experience. It took several hours for all the bikes to arrive at the 75-acre Markham Park, west of Ft. Lauderdale. At the park, the two-wheeled festival was already in full swing. There were rows and rows of vendors offering biker gee-gaws and a slew of local Broward county cuties to check out.

A large bandstand offered a killer sound system for acts such as ASP Soup, Hat Trick and the Hep Cat Bo Daddies. Backstage, Godsmack signed autographs along with Jeff Labar, the guitarist for Cinderella. Steve Tyler of Aerosmith couldn't make it for the run pictured here but he and his band mates showed up along with master bike builder Dave Perewitz and Eddie Trotta for the 16th Annual Fun Run (*we went to print just as the 16th Fun Run was over. —Ed.*)

The Teresi Dyno-Drags truck was on hand to taunt street racers into going all out against the clock on its computerized drag racing simulator. The crowds swelled around this mobile attraction keeping Alan Cabral and Terri Boyd busy all day long.

As the day progressed a mountain of new, unwrapped toys were loaded into 45-foot trailers by diligent volunteers. The one-day run brought in nearly $417,000. That's a lot of holiday cheer. All the monetary proceeds go to the Joe DiMaggio Children's Hospital. The Run is truly a labor of love for the 26 clubs that make up the South Florida President's Council. Meanwhile, the Amchir family began working on next year's run as soon as the final donation check was signed.

Door prizes included a 100th Anniversary Harley Ultra Classic and a Toyota Tundra Quad Cab. Miami's HOG chapter sold the most raffle tickets for the eighth straight year in a row.

The day also included a bitchin' bike show and as the sun set, Eddie Money took to the stage and rocked the house down. Though the skies were growing gray and cloudy, Eddie told the crowd that if the rain didn't bother them, it didn't bother him either. Real class, Eddie, rock on!

Bruce Rossmeyer, owner of Pompano H-D is planning a real rock 'n' roll extravaganza next year. Call 954-791-6290 and ask for Carrie Repp for details. Hope to see you there!

—Katmandu

Photos: Katmandu

General Store advertising space is available in the sizes shown. All ads must be motorcycle related and subjected to publisher's approval. Space is available in black and white only and cost per insertion (based on 3x rate): 1/12-page, $200 (2 1/8" x 2 1/8"), 1/6-page, $400 (vertical 2 1/8" x 4 5/8" or horizontal 4 5/8" x 2 1/8") or 1/3-page, $600 (vertical 2 1/8" x 9 1/2" or square 4 5/8" x 4 5/8"). These special rates do not allow us to extend agency commissions. Need more Information? Call 800-323-3484 or write to General Store Advertising, 28210 Dorothy Dr., Agoura Hills, CA 91301, Phone 818-889-8740, ext.1265 • Fax 818-889-5214 or e-mail TPorter@PaisanoPub.com

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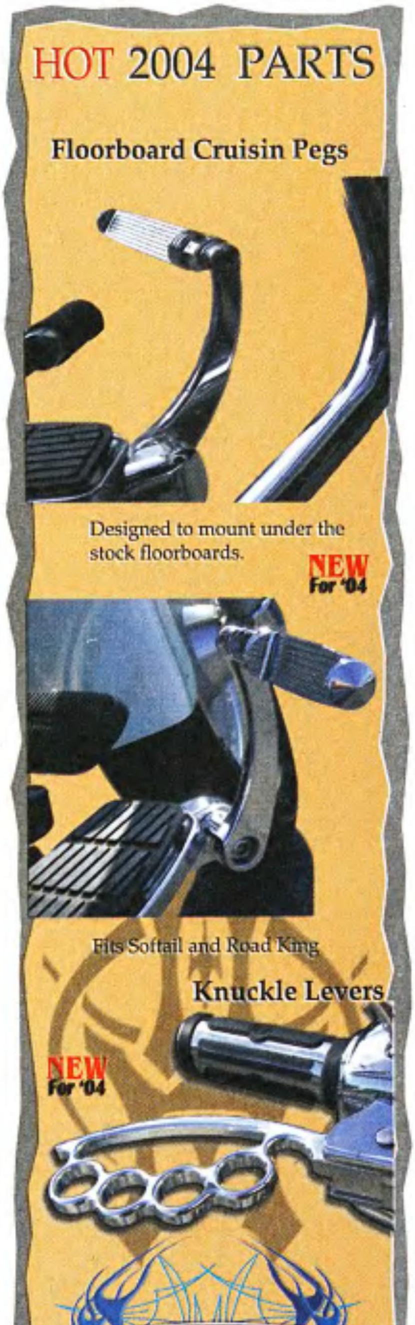
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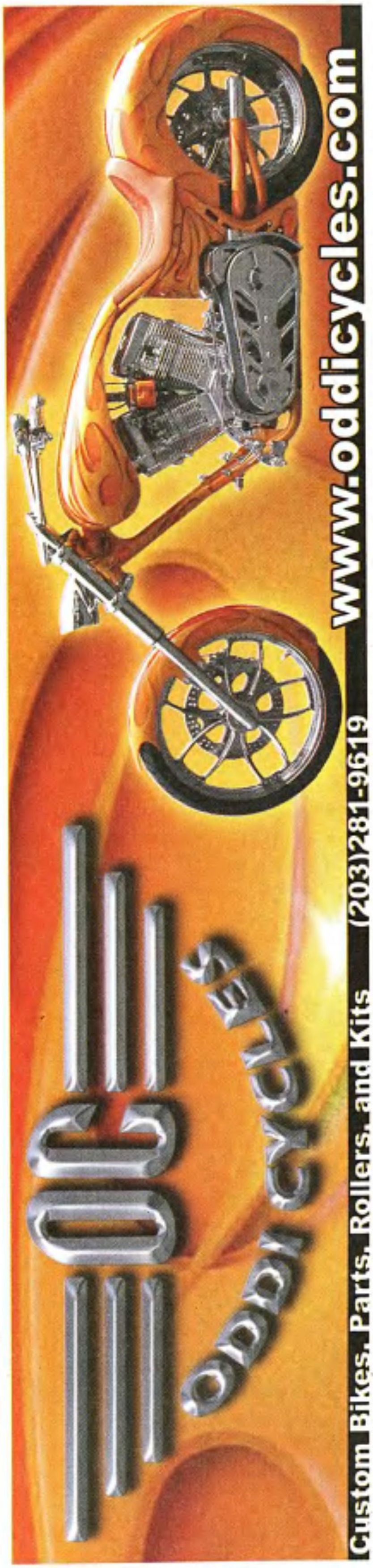
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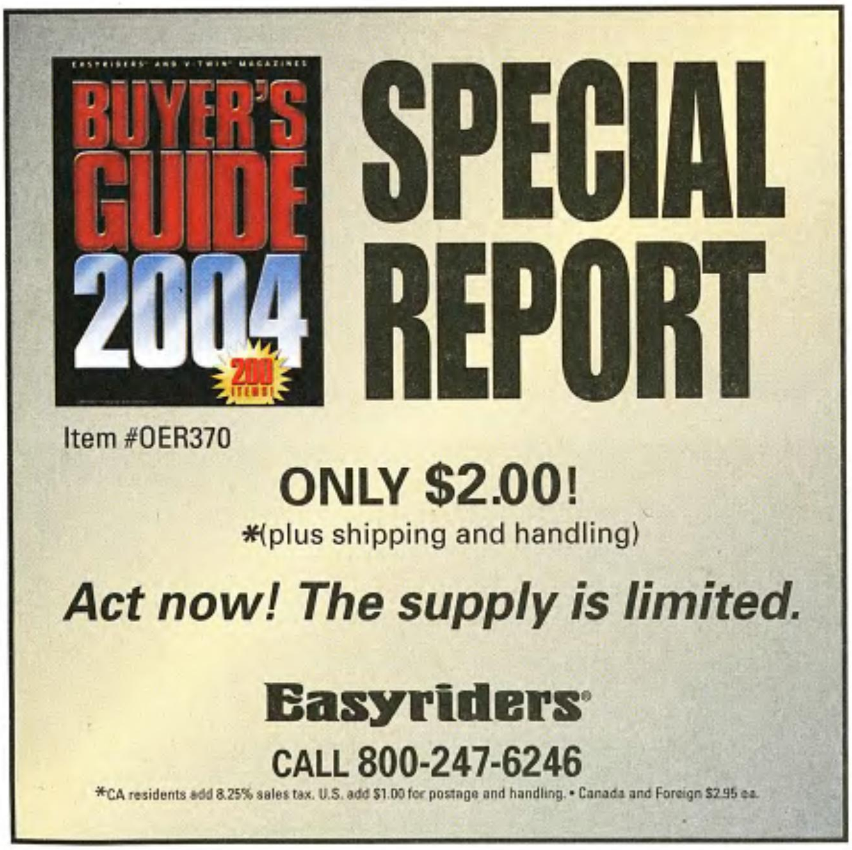
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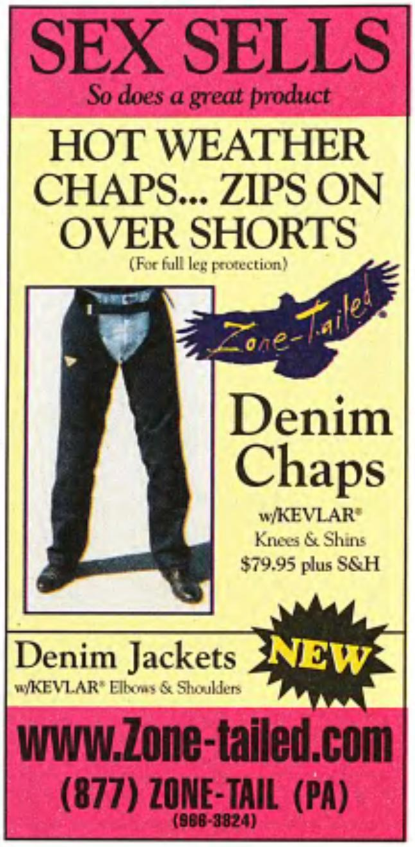
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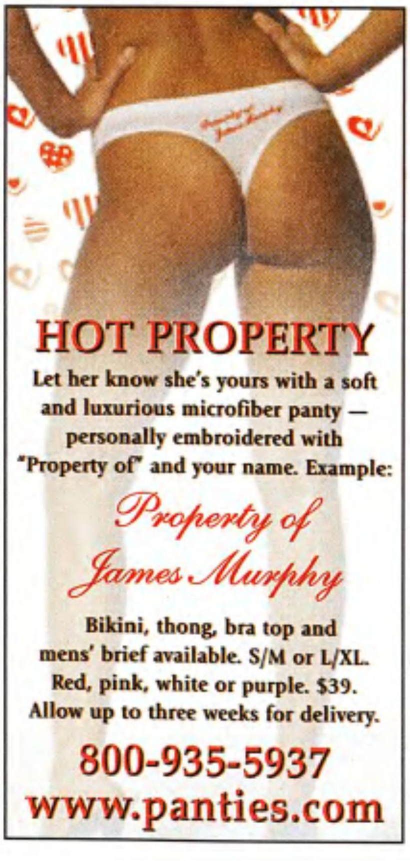
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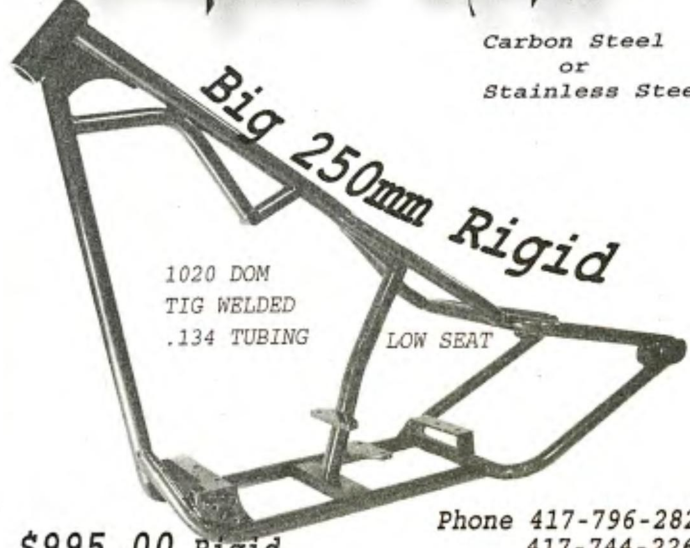

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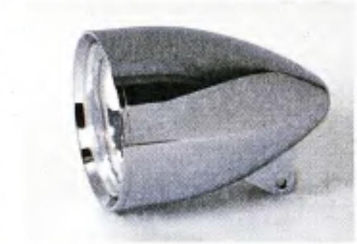

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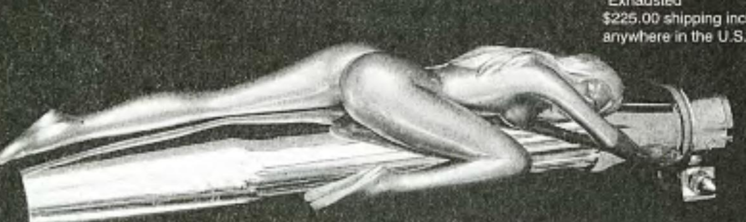

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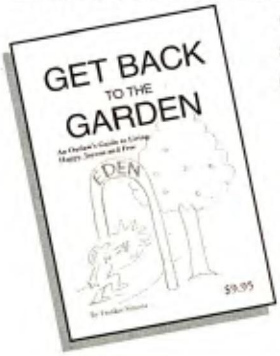
HE'S BACK!

(Truth is, he never really left.)

Frankie Simons, Old School biker and frequent photo contributor to *Easyriders*, has written another book that's a must-read for you people out there who want to live free. It's titled

GET BACK TO THE GARDEN!
An Outlaw's Guide to Living Happy, Joyous, and Free,
and it's loaded with anecdotal stories from Simons' own road back, from homeless to paradise. Like his first book, Land of the Free, Home of the Brave (so where are all you free, brave people at?), GET BACK TO THE GARDEN! **is an easy read. Comically illustrated by his ol' lady, Cathy, it's a light-hearted look at the serious subject of power and control. Simons calls it Triangulation, and step-by-step, he maps out the way for you to break free of it.**



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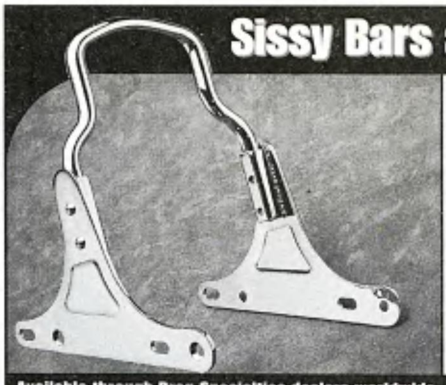

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BAKER DRIVETRAIN

Sleek Drop Starter Slam Clutch System Can Also Improve Handling

The people at Baker Drivetrain like to say they have gear lube running through their veins and one would be inclined to believe it upon seeing the company's latest driveline product. Baker's new "Drop Starter Slam Clutch" system is designed to drop the engine starter down and behind the transmission case. At the same time, the system slams the clutch toward the center of the chassis.

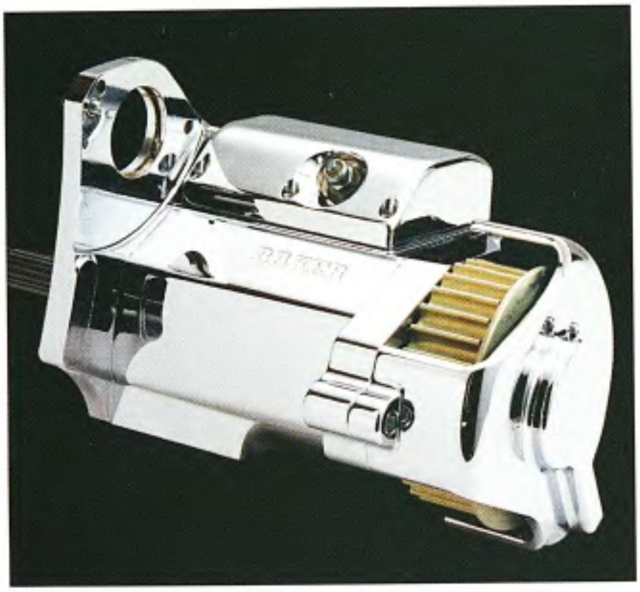
Baker Drivetrain tells us their new trick allows frame makers to lower the oil tank position and lower the seat height over 2 inches. The clutch ends up where the pulley would be on a typical left-side-drive motorcycle and the clutch weight is closer to the center of the chassis. The end result is a more agile, better handling motorcycle with sexy new curves, says Baker.

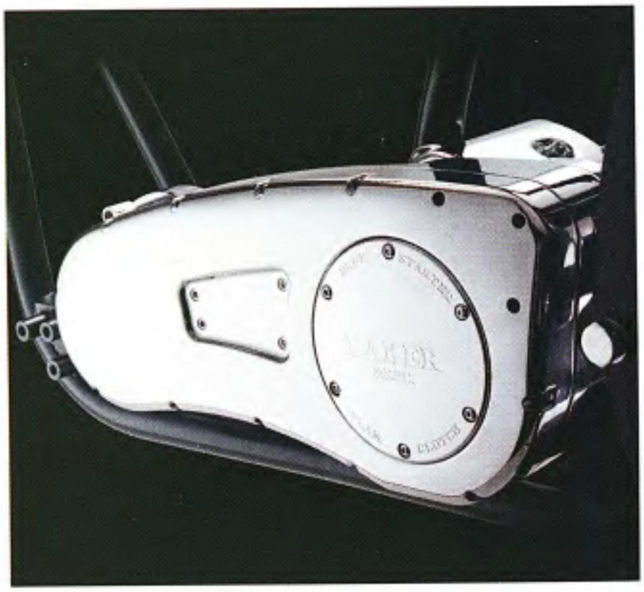
Baker's DSSC consists of a billet right-side-drive transmission setup, inner and outer primary, case, top cover and shroud. The DSSC is available in raw, show-polish, and chrome finishes.

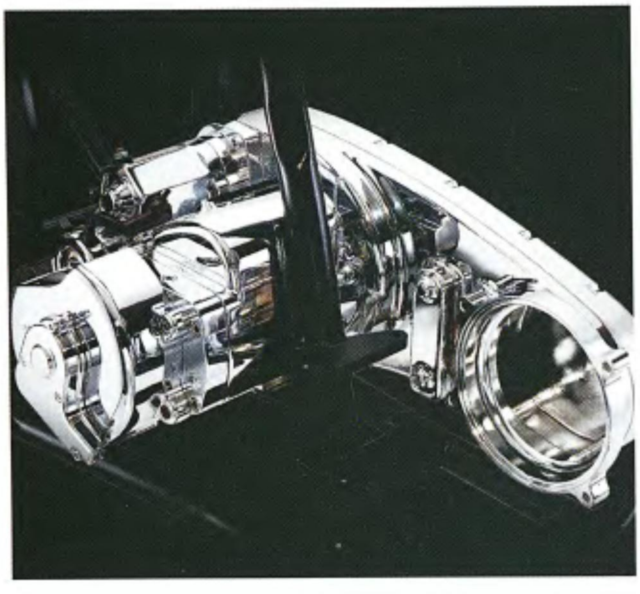
By the way, the Baker Drop Starter Slam Clutch recently won the prestigious V-Twin Expo "Excellence in Motorcycling" award for Most Innovative Product of 2004.

Go to Baker's newly redesigned Web site at: www.bakerdrivetrain.com to see this and more driveline products or give Burt and the gang a call at 877-640-2004 or 517-339-3835.

—Lafayette







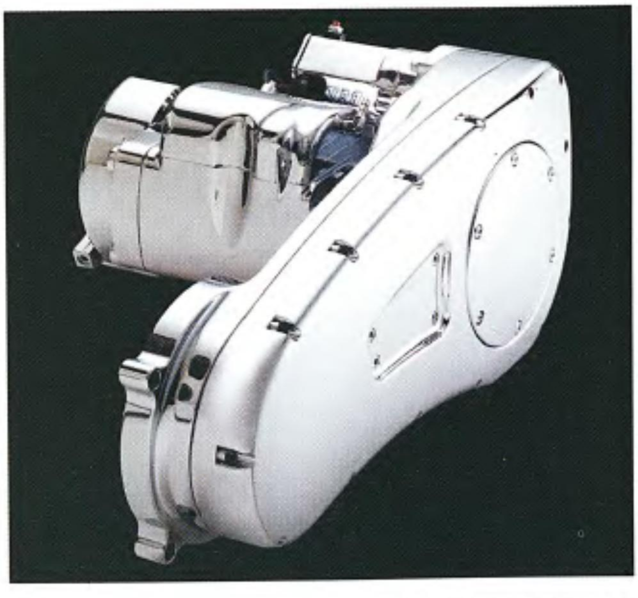


Photo: provided by manufactuer

GUIDE TO EXHAUST SYSTEMS

One of the very first things that bike owners do when they buy a new bike is change the exhaust system. There's nothing like changing the look and sound of a stock bike with a new set of pipes. Since we've all bought our share of exhaust systems around here at *Easyriders*, we thought we'd offer you a look at some of the popular pipes on the market today.

From the classic look and sound of straight pipes, shotguns or fishtails, to the new look of Big Bear Choppers' Venom or L.A. Choppers' gangster pipes, you'll find a wide assortment of wild exhaust systems to let the world know that you've arrived in style. One thing is for sure, they'll hear you comin'!

—Dave Nichols

Bassani's reverse cone megaphones to yield performance improvements

Daryl Bassani is always working toward further enhancing the performance of Harley-Davidson engines through innovative exhaust design. His latest effort, the reverse cone megaphone system, is designed to do just that (above).

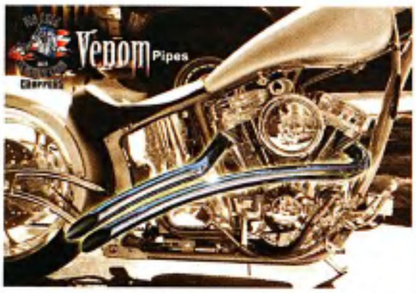
Fine tuning the reverse cone technology has allowed Bassani to develop a twin muffler configuration for bagger models that Bassani says provides a noticeable increase in useable horsepower and torque over a wide power band. Each reverse cone megaphone is fabricated in the USA using the highest quality materials and flawless craftsmanship, Bassani says. The main tube is constructed from 16-gauge steel, which is fitted with a unique, spiral louvered resonator. Final touches come with a coat of chrome and a system-specific, fluted, billet aluminum end cap. Designed for 1995 through present H-D baggers, the slip-on mufflers are a direct replacement for factory pieces and utilize OEM mounting hardware.

Bassani says the mufflers are available exclusively from North County Customs and "produce a sharp, crisp, and aggressive exhaust note you'd expect from a highly tuned performance machine."

Bassani's reverse cone mufflers retail for $449. For complete details contact North County Customs at 866-439-4287 or catch the complete Bassani line of H-D systems at www.northcountycustoms.com.

Reaper and Venom pipes from Big Bear Choppers

If you demand a big presence when you ride, Big Bear Choppers tells us you can bolt on a pair of their Reaper or Venom pipes. Big Bear Choppers' Reaper pipes were designed to blast a powerful, deep roar, while the Venom pipes scream a loud intense sound. Both pipe styles were designed to



fit the lines of your ride while letting everyone know you're coming with a huge rumble.

Made of 14-gauge steel and measuring 2 inches in diameter, the Venom and Reaper exhaust pipes fit hidden-shock-style motorcycles and are available in chromed or raw finishes. They come with mounting brackets for an easy installation and retail at $400 in raw finish and $600 chromed.

Call Big Bear Choppers at 909-878-4340 if you are interested or you can also look them up on the Big Bear Choppers Web site at www.bigbearchoppers.com.

BUB flush-style 2-into-1, slash-cut cone system for V-Rod

Features 2-inch head pipes with full-coverage, 2 1/4-inch heat shields covering areas from the head to the megaphones. The deep, aggressive-sounding megaphones utilize spiral louvered baffles that are removable and can be run with or without packing. This system includes all necessary

BUB 2-into-1

mounting hardware, comes with complete instructions and retails for $474.95.

For more information, click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Car Chemistry engineers new performance exhaust systems for motorcycles

New from the motorcycle division of Car Chemistry Inc., is this 2-into-1, high-performance exhaust system (above). The system is coated inside and out with Cermakrome, a highly polished, chrome-like, metallic ceramic coating. We're told the special finish on the pipes prevents bluing. The coating is also said to be a very effective thermal barrier—as a result no heat shields are required, which makes this single-walled system one of the lightest available, and desirable for racing applications.

The stepped primary tubes on this exhaust system are designed to build a much broader torque curve and more power. Also an internal merge collector improves aerodynamic flow for increased velocity and better scavenging with less likelihood of reversion, the company says.

Car Chemistry offers exhaust sets for Harley-Davidson Hidden-shock, Road King, Electra Glide, Dyna Glide, Sportster, Victory V92C, Honda VTX, Shadow and Kawasaki Mean Streak, Drifter and Vulcan. Car Chemistry exhaust systems retail for $425.

Call Car Chemistry Inc. 972-775-8124 or log on to www.carchemistry.com for more information.

Cyril Huze Flow Pipes

These pipes were designed by Cyril Huze to give flowing lines to your motorcycle and make it look fast even when standing still. They feature a deep, throaty tone and are made out of 304 mild steel, and mandrel bent from 1.75-inch tubing. The Flow Pipes

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are not baffled and are available for Evo, Twin Cam and Sportsters. They attach to the transmission side cover (bracket included).

Contact Cyril Huze Customs at 561-392-5557 or log on to www.cyrilhuze.com for information and to visit the company's Web store.

Jet-Hot Coatings

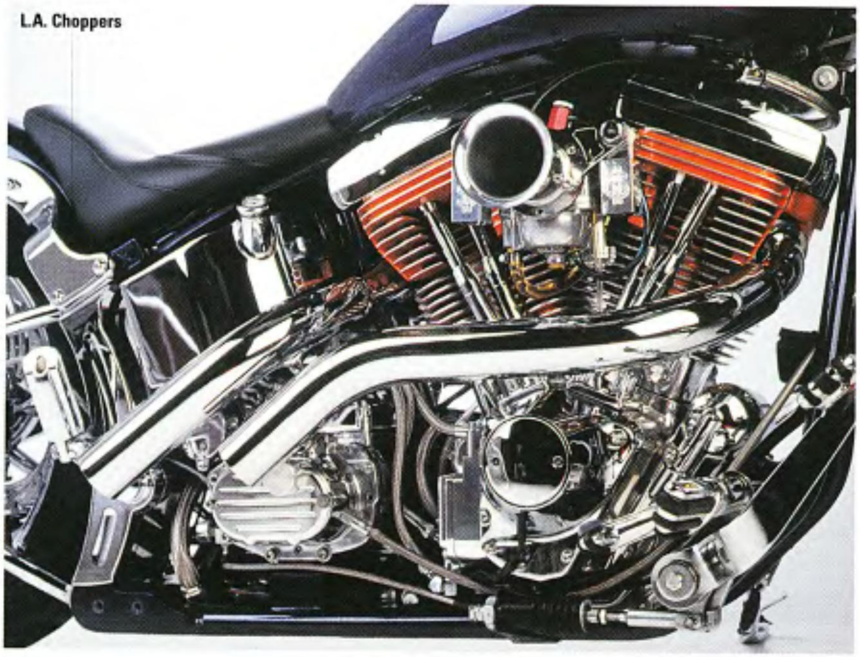
Jet-Hot Coatings offers innovative options for motorcycle exhaust pipes

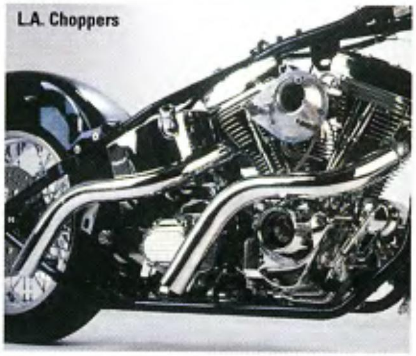
Jet-Hot Coatings, an industry leader in high-temperature coatings, applies coatings inside and outside of exhaust pipes to seal them up against rust. The company tells us that their coating also acts as an insulator to keep pipes 25-50% cooler.

Jet-Hot Coatings reports that bikers love their matte black and sterling (polished aluminum) finishes as they do not turn blue like chrome, stainless or nickel pipes.

Jet-Hot has been coating exhaust for the past 20 years on racecars, street rods, muscle cars and bikes. The company's expertise was gained from extensive military testing and usage on NASA's Space Shuttle program as well as U.S. Navy and U.S. Coast Guard ships. Jet-Hot really took off when it was learned that it improved the performance of the afterburner in fighter jets. Most recently it has been used on a new Army assault vehicle called Stryker that is currently being deployed.

You can look up Jet-Hot Coatings on the Web at www.jet-hot.com or call them at 800-432-3379 for more information.


L.A. Choppers


L.A. Choppers

L.A. Choppers

L.A. Choppers custom pipes

L.A. Choppers carries three styles of in-your-face gangster pipes, they tell us. These pipes are not baffled and feature that "boulevard brawler," aggressive styling. They are made of a special alloy that allows smooth bends and are chrome plated. Their stepped construction features a 1 3/4-inch diameter for the first 6 inches from the cylinder heads, opening up to 2 1/4 inches afterward.

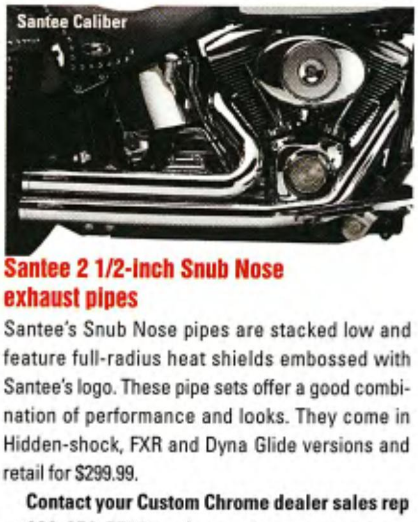
L.A. Choppers' custom exhaust fits all Hidden-shock models and many custom applications. They are distributed by Custom Chrome.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.custom-chrome.com.

Santee 2 1/2-inch 50 Caliber exhaust pipes

Santee's beefy pair of 50 Caliber exhaust pipes will stand out in a crowd. Pipes are stacked low and feature full-radius heat shields embossed with Santee's logo. They are similar in appearance to the company's Snub Nose systems, but measure 2 1/2 inches in diameter. Designed to fit Softails (07-177) and Dyna Glide (07-178) models, the system comes with mounting brackets and chrome billet end caps. The system retails for $399.99.

Contact your Custom Chrome dealer sales rep at 800-359-5700 or log on to www.custom-chrome.com.


Santee Caliber

Santee 2 1/2-inch Snub Nose exhaust pipes

Santee's Snub Nose pipes are stacked low and feature full-radius heat shields embossed with Santee's logo. These pipe sets offer a good combination of performance and looks. They come in Hidden-shock, FXR and Dyna Glide versions and retail for $299.99.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.custom-chrome.com.

Santee Snub Nose

Santee 2 1/4-inch 45 Caliber staggered duals

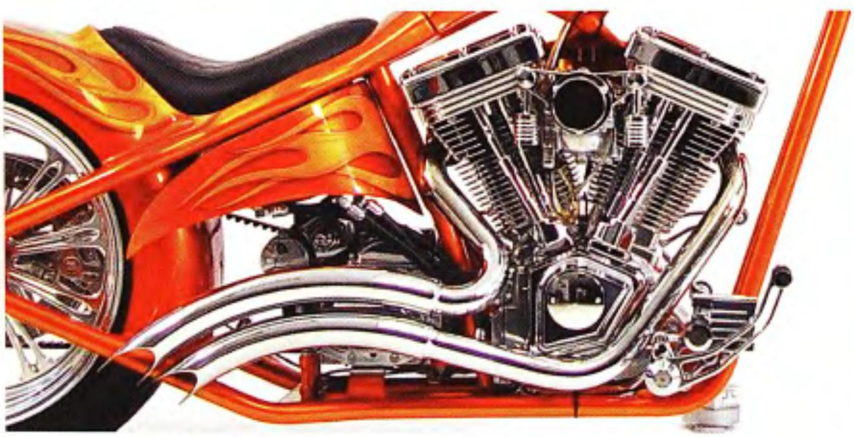
These chrome pipes feature a 2 1/4-inch body with full-radius heat shields embossed with Santee's logo (above). Comes with exhaust mounting brackets for Softail, Dyna Glide, FXR and Sportsters, retailing at $379.99.

Contact Custom Chrome at 800-359-5700 or log on to www.customchrome.com.

Santee 2 1/4-inch Over and Under duals

These durable chrome pipes feature a low-slung design that includes full-radius heat shields embossed with Santee's logo (above). The head pipes measure 1 3/4 inches with a 2 1/4-inch body. They are available for Hidden-shock, Dyna glide, FLT, FLHT, Road King and FLHS models and retail for $399.99.

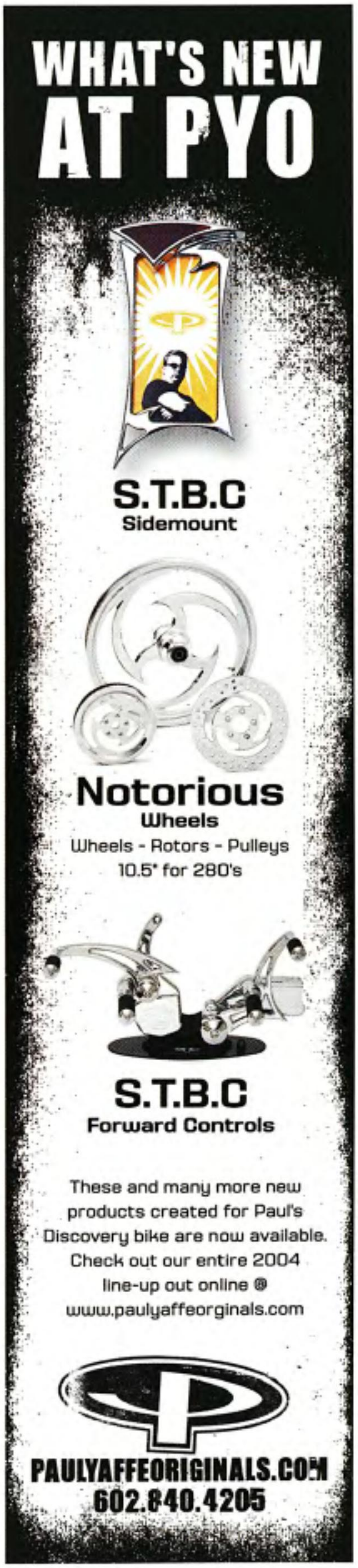
Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.



Martin Brothers exhaust pipes

Martin Brothers tells us their exhaust pipes (above) are available in several unique and wild designs. All pipes are engineered to fit Evo and Twin Cam Harley-Davidson motorcycles. There are six different 2-into-2 pipe designs available, along with one 2-into-1 style. Each pipe comes in either chrome or ceramic-coated finishes.

Go to www.mcadvantages.com to see all the options available or contact MC Advantages Inc by calling 800-726-9620.



Twin Cam Duals

Twin Cam Fishtails

Twin Cam staggered dual exhaust system by Paughco

Paughco says owners of 2000 and up Twin Cam machines are going to get off on the traditional hot rod styling offered by their new, staggered duals. Designed specifically to fit late model Twin Cam Harley-Davidsons, the new pipes feature a 3-inch muffler.

Furthermore, Paughco's staggered duals feature that timeless, low-slung layout and produce an exhaust note to match their aggressive looks, says a company product release. Paughco's staggered duals are fit with steel baffles and come finished in the company's in-house chrome plating. Supplied with all mounting hardware, the Twin Cam staggered duals are available with tapered or super slash cut tips and retail for $259.95.

Call 775-246-5738 or catch Paughco on the Web at www.paughco.com.

Twin Cam upsweep fishtails from Paughco

Paughco has just released several new exhaust systems for Twin Cam machines, including these upsweep fishtail models. Sporting traditional chopper exhaust styling, with 30 degrees of upsweep in the pipes and classic Paughco fishtail tips; this new system will give any late machine that old-school flair. Designed for 2000-to-present Twin Cam applications, the upsweep Twin Cam fishtails extend just past the rear fender and feature a straight-through design. Finished in Paughco's chrome these exhaust systems are sold complete with all mounting hardware and retail for $359.95.

Call 775-246-5738 or catch Paughco on the Web at www.paughco.com.

Rinehart exhaust system by BUB for '86-'03 XL models

This exhaust system for bikes is the work of Gerald Rinehart, owner of Rinehart Racing. Rinehart designs and builds exhaust systems for NASCAR racecar teams: Richard Childress Racing, Dale Earnhart Incorporated, Roush Racing and Morgan McClure. Manufactured by BUB Enterprises, they are Dyno tested at Tilley Harley-Davidson; Don Tilley himself attests to the unequaled performance of these pipes against other systems.

Each system features a unique header design utilizing multi-bend radius technology. The 3-step header pipes start at 1 3/4 inches at the head, increase to 1 7/8 inches and finish at 2 inches. Header pipes feature permanently mounted, 2 1/2-inch-diameter, full-length heat shields. Stepped header pipes and a removable performance baffle design combine to produce a unique sound.

The system is highlighted by polished black anodized billet aluminum end caps engraved with the Rinehart logo.

For more information, click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Samson's new Extreme Series are here

Samson Exhaust introduces their new Extreme Series systems (above). The new series includes 14 unique exhaust styles. What sets the Extreme Series systems apart from their counterpart is their tight-fitting, 220-degree, full-coverage heat shields. All Extreme Series come complete with mounting brackets and hardware.

Call Samson Exhaust at 800-373-4217 or visit their web site online at www.samsonusa.com.

Reinhart

Thunder Cycle's pipes will rock your world

Eddie Trotta's Thunder Cycle tells us their new exhaust pipes (above) will drastically change the look of your bike from mild to wild. Thunder Cycle's pipes are mandrel-bent, hand assembled and meticulously welded. They are hand fitted to all applications be it right- or left-side drive, rigid or swingarm frames and all offsets. The pipes are triple chrome plated and internally coated to help prevent bluing. They are sick and in stock for your scoot today, says Eddie Trotta.

The all-new Warlock pipes from Thunder Cycle fit all suspended and hardtail models.

Call Thundercycle at 954-763-2100 for more information or log on to www.thundercycle.com

S&S Slip On mufflers help release hidden power

One of the most popular and cost effective performance upgrades you can make to a Harley-Davidson motorcycle is to replace the stock exhaust with a set of low-restriction, high-performance mufflers. The stock exhaust pipes and S&S performance mufflers (above) make a great high-performance exhaust system with a low price tag, says S&S.

The S&S Slip On mufflers are engineered to increase the performance of any stock engine. S&S says this change alone will produce almost 8 more horsepower and about 5 more foot-pounds of torque on a stock 88-cubic-inch Twin Cam engine. S&S also highly recommends the S&S performance mufflers for big inch engines because of the excellent low and midrange torque they provide.

S&S Slip On performance mufflers are a "slash-cut" design and are available for 1995-up Dyna Style, 2000-up Hidden-shock Shotgun and Shorty styles and 1987-up Sportsters. They are finished in show-quality chrome and compatible with stock mounting brackets, hardware and heat shields.

Call S&S at 608-627-2080 for more information or log on to www.sscycle.com.

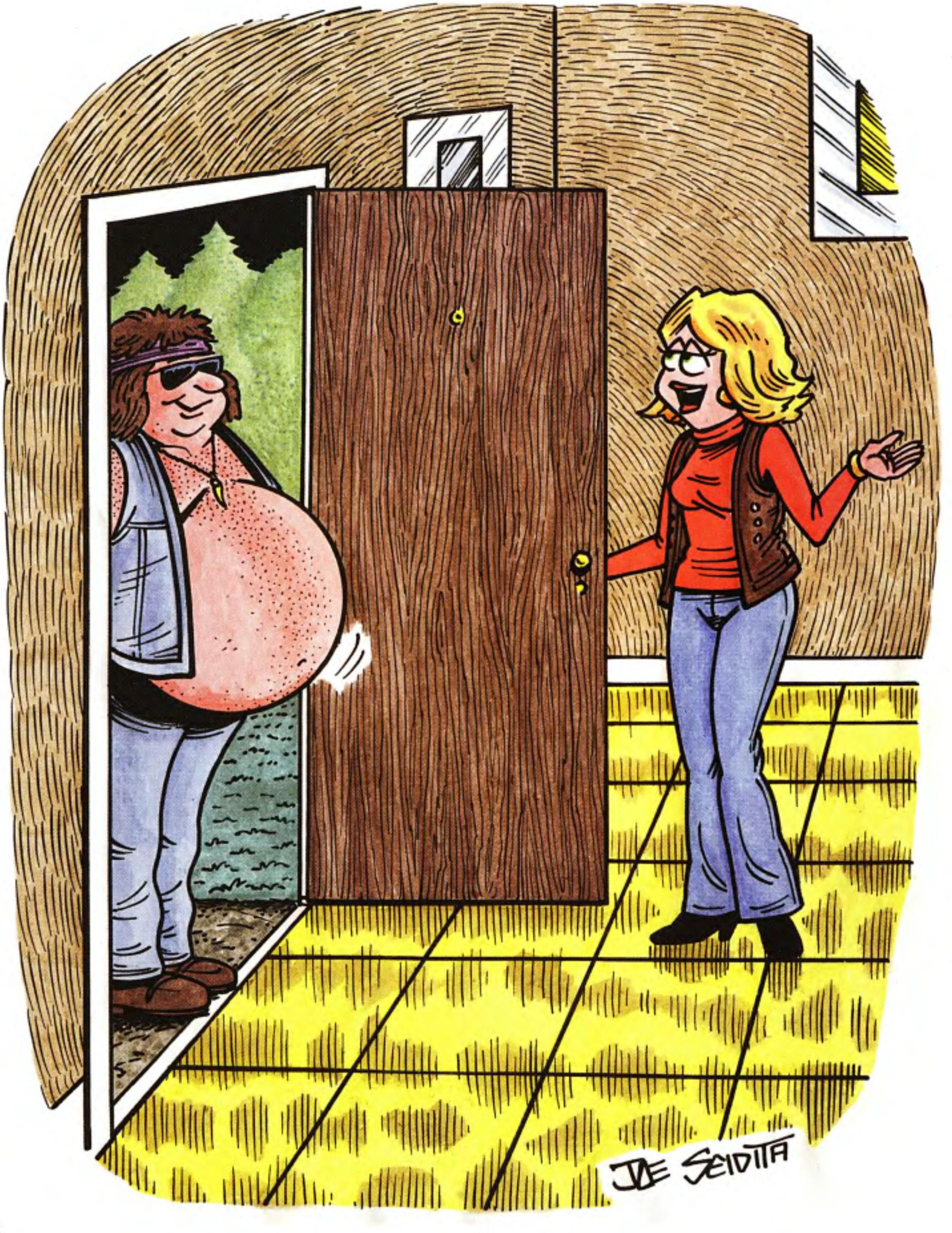
National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

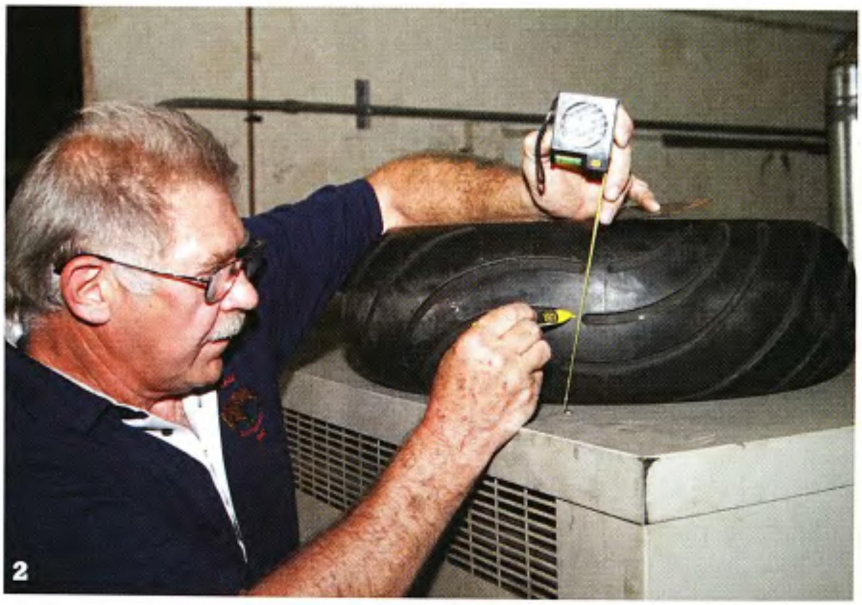
LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.



"Since you're part way in, you might as well come all the way in."

GETTIN' IT STRAIGHT
A New Tool Makes Alignment Easy



In order for your motorcycle to go down the road in a straight line both wheels need to be travelling on the same plane, or in other words, be properly aligned—not only to each other but in relationship to the chassis as well. It may seem surprising, but all too often bikes are set up by lining up the rear belt or chain to the transmission pulley or sprocket. And while it is necessary to align the final drive to minimize wear and prevent belts from snapping prematurely, it's only part of a mechanical equation that needs to occur in the correct sequence to achieve proper vehicle dynamics.

Tiger Manufacturing, located in L.A.'s San Fernando Valley, happens to be headed up by longtime rider and racer Mil Blair, who has been building and riding Harleys on the streets and tracks since most of us were knee-high to a bug, as many older readers of this rag will remember (see *Easyriders*, issue No. 1). The point is, he knows the importance of a bike tracking properly, since one that doesn't has a tendency to slide to one side during acceleration or braking, a less than desirable effect particularly when combined with the dyno figures today's bikes turn in.

What he's done to eliminate this problem is create an inexpensive, easy-to-use kit that makes it simple to dial any bike in (photo 1). Consisting of an easy-to-use "string tool" and a "laser alignment device," and taking into account any front wheel offset inherent to your particular model bike (consult the Service Manual),Mel started off our demo by measuring the width of the tire, which is divided by half so the exact center of the rear wheel can be marked (photo 2). With the frame off the ground and the wheel in place, the aluminum anchor of the string tool gets placed in the neck bearing cup, enabling the user to accurately eyeball the centerline of the frame with the mark on the tire (photos 3a, 3b). Wheel spacers can then be made to fit, taking into account your brake anchor, of course.

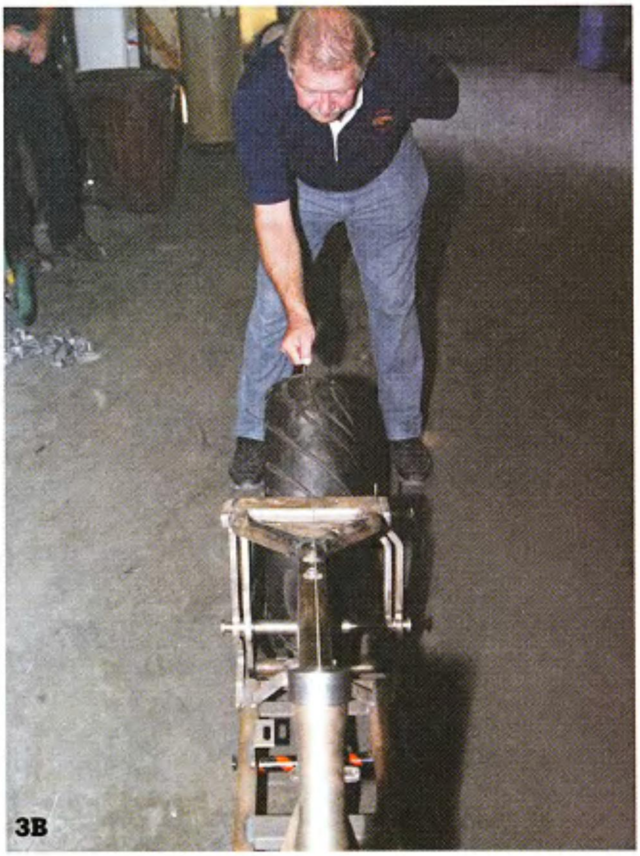
Once that's done, the rear wheel is properly situated. We then moved on to the "laser beam" portion of our demo. With Ray seated on his rigid as if he was going straight down the road, Mel places the alignment tool on the front wheel making sure it fully contacts both sides of the tire (photo 4).

Moving to the rear wheel, the supplied guide is placed against the tire's sidewall, and a small laser pen is placed in the track (photo 5). With the lights dimmed, we can clearly see the laser indicate the measurement (photo 6). The object is to get both sides to measure the same, of course adding in the offset that applies to your particular bike. *—Boxcar*

Source

TIGER MANUFACTURING
Attn: Alignment Dept.
11245 Vinedale St.
Sun Valley, CA 91352
Phone: 818-252-0929

3A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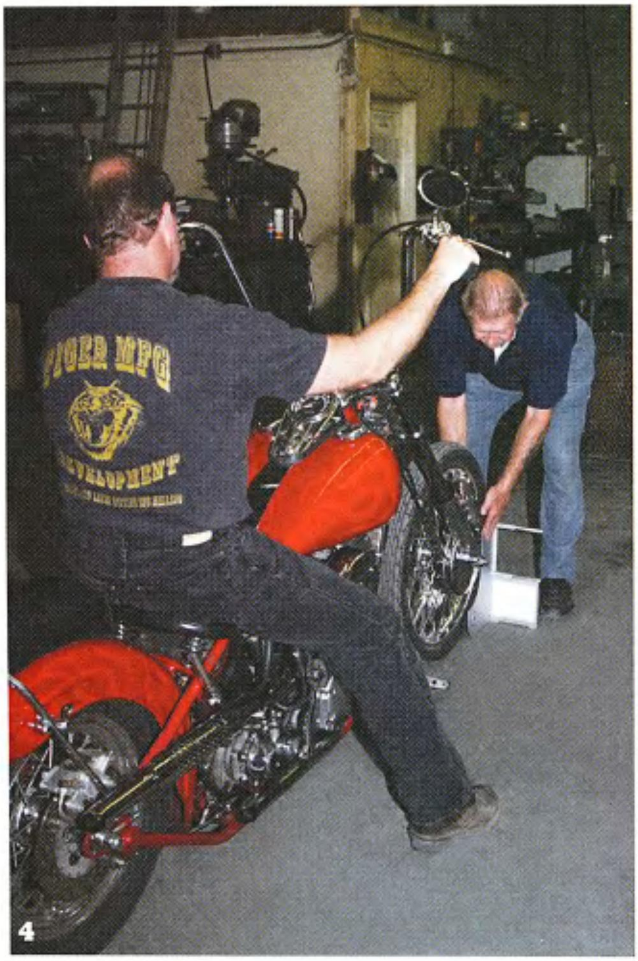
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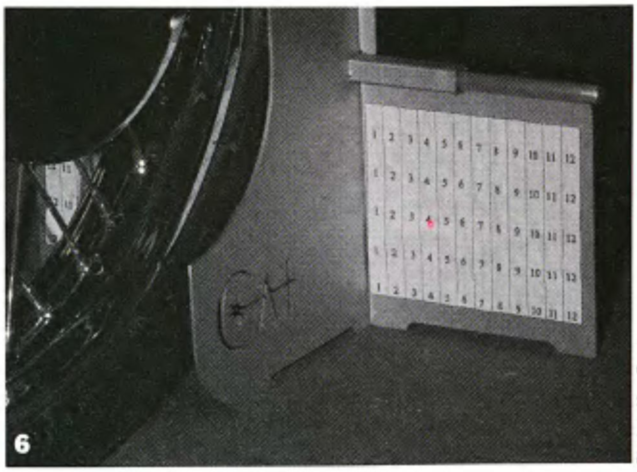
5


6

Photos: Ken Ross

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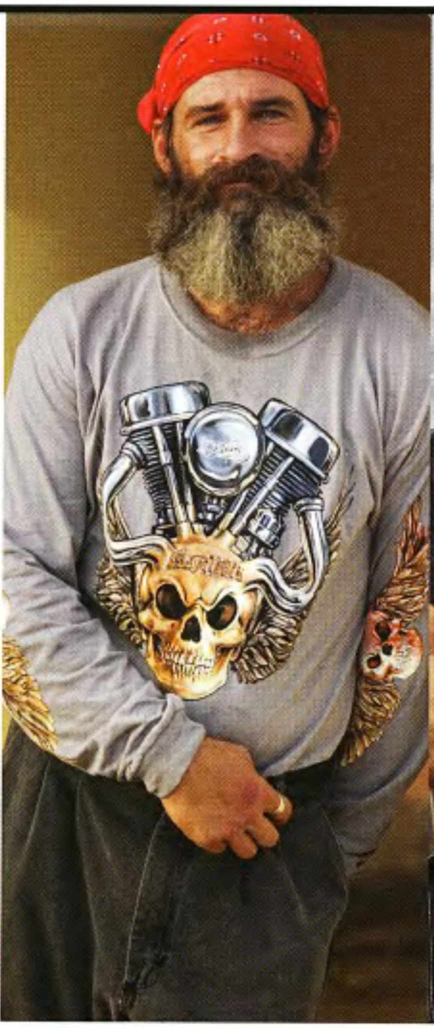

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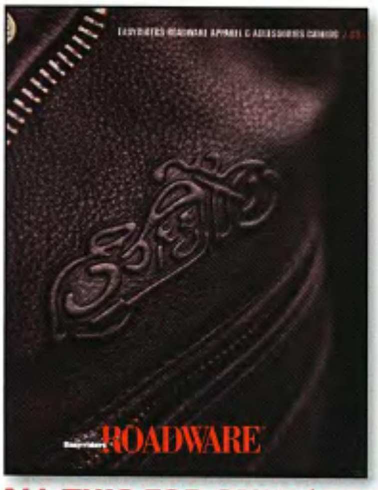

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Rick Hathaway
Mississauga, Ontario, Can.
1996 Sportster

In an attempt to be particularly clever, Rick says that when he asked his girlfriend to marry him, he gave her a choice. "While Bev and I were dating, she used to ride a metric bike," he prefaces this potentially dangerous move. "But while on vacation in Florida, I gave her the choice of a diamond ring, or else I would build her a Harley."

While diamonds may be a girl's best friend, they don't really do much but sit there on a round piece of metal that cuts off the circulation of your finger. So, Bev opted for the Harley, which, as Rick puts it, "left me with a big problem. Bev hated Sportsters...too high, too skinny, too top heavy...but that was the only Harley model I could afford. So I had a vision...."

You're looking at Rick's vision right here. It's a 1996 Sportster. "But wait a minute!" you say. "I thought Bev hated Sportsters." Yes, but...it doesn't really look like a Sportster, does it?

Hmm. Maybe Rick successfully fooled Bev, but he certainly can't fool the professionals, meaning us. So he lowered the bike with a set of Progressive shocks in the rear and some from White Bros. in the front. So he put a big twin-type gas tank from CCI on the frame and some Ness fenders fore and aft, and attached some accessories and hardware made for a Softail and machined to fit. And then Sonny laid on the paint according to a design created by Bev.

"Bev has ridden her bike down to Florida several times, out to Sturgis, and all up and down the East Coast," Rick says proudly. "Although the bike sits really low, it rides great and hasn't given us a lick of trouble."

Trouble may be brewing soon, though, if Rick doesn't hide this page from his beloved Bev. *—Tripper*

Photo: owner

Jeffrey "Cubby" Gasier
Willoughby, Ohio
1979 FXEF

Here we have the reincarnation of a reincarnation…sort of like a *déjà vu* you've already seen before. What do I mean? I don't know, but I'll let Cubby shed some light on this mystery. "I built this bike three times," he said. "It's pretty tight. It has won a few bike shows around town and at the recent Cleveland Autorama, where it won a few awards, it got an 'attaboy' from a well-known, local bike builder named Tank."

And hey, if Tank gives "attaboys" away for this thing, who are we not to, right? But the shrewd, inquiring mind wants to know more about why someone would go through the trouble of building something three times, when a first time should have been enough. Seems that after building it the first time, Cubby had the bike "stolen right out of my garage…talk about balls…and it was never seen again."

Now wait a darn minute, the shrewd observer says here. If it was never seen again, how can we be seeing it here?

I don't know, but I'll let Cubby explain. "This picture is a replacement bike I bought that was the same year and model of the bike I had," he said. "The only difference from the original is the serial number."

Aha! So he rebuilt the replacement bike to look just like the bike that was stolen. And then he had an accident that put him in a wheel chair for four months, and after that he had to rebuild the bike that he had rebuilt to look like the bike that was stolen in the first place. "We went down to the frame," he went on, "and really made it perfect…."

He said some more interesting stuff about the bike, but I didn't know if he was referring to the original, the rebuild, or the rebuild of the rebuild. At that point, my head started hurting and I had a vision of Britney Spears in a dominatrix outfit. *—Tripper*

Photos: owner

Paul Cathell
Newark, Deleware
2001 FXDL

You're looking at the "before" shot of Paul's bike, because the only usable "after" shot, which also contains a very agreeable likeness of Paul's wife, Kitty, standing naked in the snow, with the front wheel between her legs, came to us in the form of a computer printout. In other words, it was unusable. So I can only tell you what changes Paul's undertaken on his bike after he and Kitty hit that manhole cover one cold November morning and he landed flat on his face, while Kitty ended up with a dislocated shoulder, cracked ribs, and a fractured knee. Fully aware of his priorities, Paul says, "After shaking the cobwebs out of my head, I went over to the bike, picked it up, and I'll be damned if it didn't start right away. Surprised the hell out of me."

The two then cruised home and Kitty went to the hospital the next morning, while Paul "just dealt with my mug looking like a piece of raw meat for a few days."

However, the bike had to undergo a much more dramatic and drastic recovery process, despite the fact that the only damage to it was a dented tank and front fender, smashed mirrors, bent handlebars, crushed rear brake controls, and an oil leakage. "I took the bike to J.B., Eric, and John at American Custom Cycle in Elsmere, Delaware," says Paul. "They did an outstanding job putting it back together and putting up with all the changes I wanted."

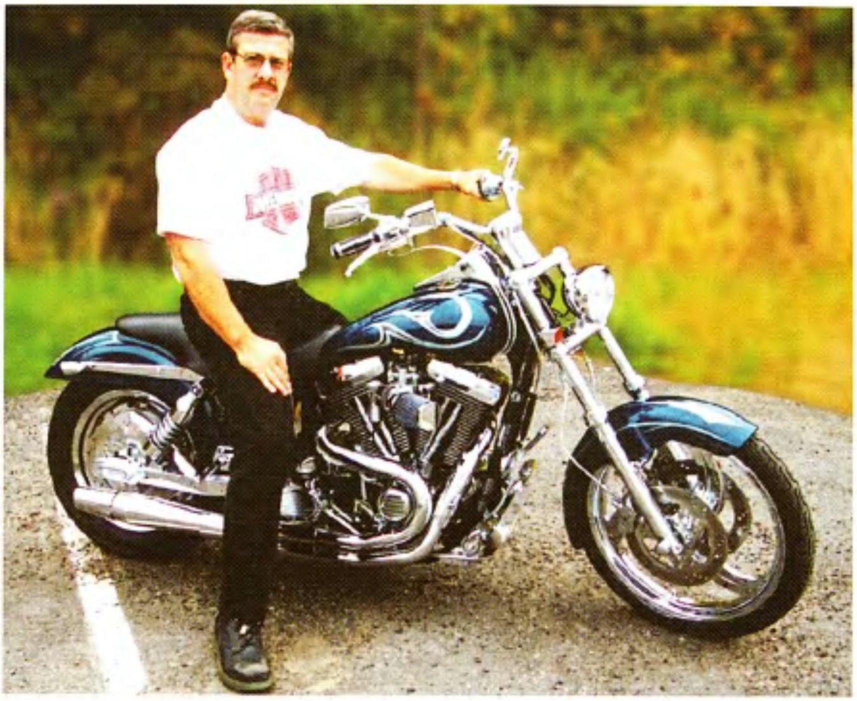
Ed, Frank, and Brian at Extreme Painting in Pottstown, Pennsylvania, laid some nice custom paint on, and the folks at White Knight Photography, the discrete connoisseurs of female nakedness, then got Kitty to bear it all for you. Oh, if only you could see it like I can, that left butt cheek adorned with a tattoo, perky breasts frolicking in the frigid snowscape... and the bike, of course, all shiny and new, just itching to have that bad Kitty back on its saddle again.

—Tripper

Photo: owner

ReadersRides

Barry Deane
Webster, New York
1995 FXDL



Somebody ought to do a poll to find out how many bikes get their first total custom rebuild after they (and their owners) had an accident. Out of the four bikes in this Readers' Rides section alone three fall into that category. Being the owner of a multitude of educated guesses, I would venture to spend one of them on the odds that throughout bikerdom, the percentage would run about 56.7345%, more or less. Any takers?

Thus it comes as no surprise that Barry also had a crash—or a "slide," as he calls it—on this lovely Dyna Glide. Oh yeah, I mentioned that already, in a roundabout way, didn't I? Anyway, once slidden, Barry didn't shy away twice from taking the dented victim to Rushmore Cycle in nearby Rochester, where they proceeded to bandage and then rebuild it. Some of the goodies Barry decided to have added are the 96-inch S&S mill, with the Mikuni carb, modified heads, and a Wermer breather kit. Then there's the Thunder Header exhaust system, the Primo belt drive, the RC Components front wheel, rotors, and drive pulley, as well as the H-D front wheel. Add to that the RevTech brakes, the WCC front fender, and the modified H-D rear fender and you've pretty much got yourself a brand-new bike. Oh yeah, and don't forget that streamlined LaPera seat. "The only thing stock on the bike," Barry points out, "is the frame, the tranny, and the starter."

Barry's owned the bike for seven years now, and he just recently redid the motor again (oh no, not another *déjà vu* story, please!). But no need to fear; he says he's done with it now, no more rebuilds or changes. And the paint job, laid on so expertly by local bike painter Dave Whipple, also ranks highly in his books. Now that's a different tune.... Someone who's actually happy with the way his bike looks? "But I am working on a new project," he adds. "I've got an anniversary Electra Glide that I'm going through."

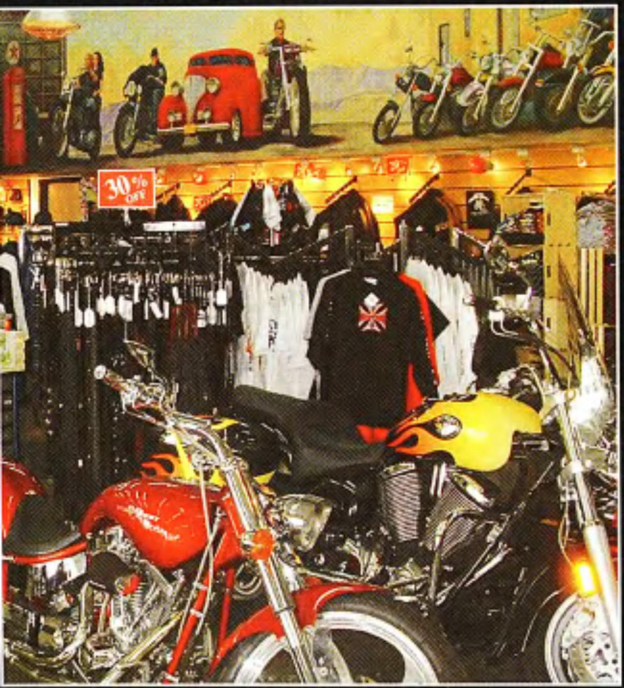
And he hasn't even crashed that one as of yet. *—Tripper*

Photos: owner

Stores that carry what you need

f your store doesn't carry Easyriders Roadware tell them to get with it! Now ALL dealers can sell the Roadware line! Below is a list of stores that carry Easyriders Roadware—tell them you saw their name here.

Featured Store – Rio Grande Big Dog Motorcycles



Rio Grande Big Dog Motorcycles formerly Easyriders of Albuquerque continues to enjoy great sales of Easyriders Roadware. Come by and see us when you're in New Mexico.

1220 S. Renaissance Blvd. N.E.
Albuquerque, NM 87107
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CONNECTICUT

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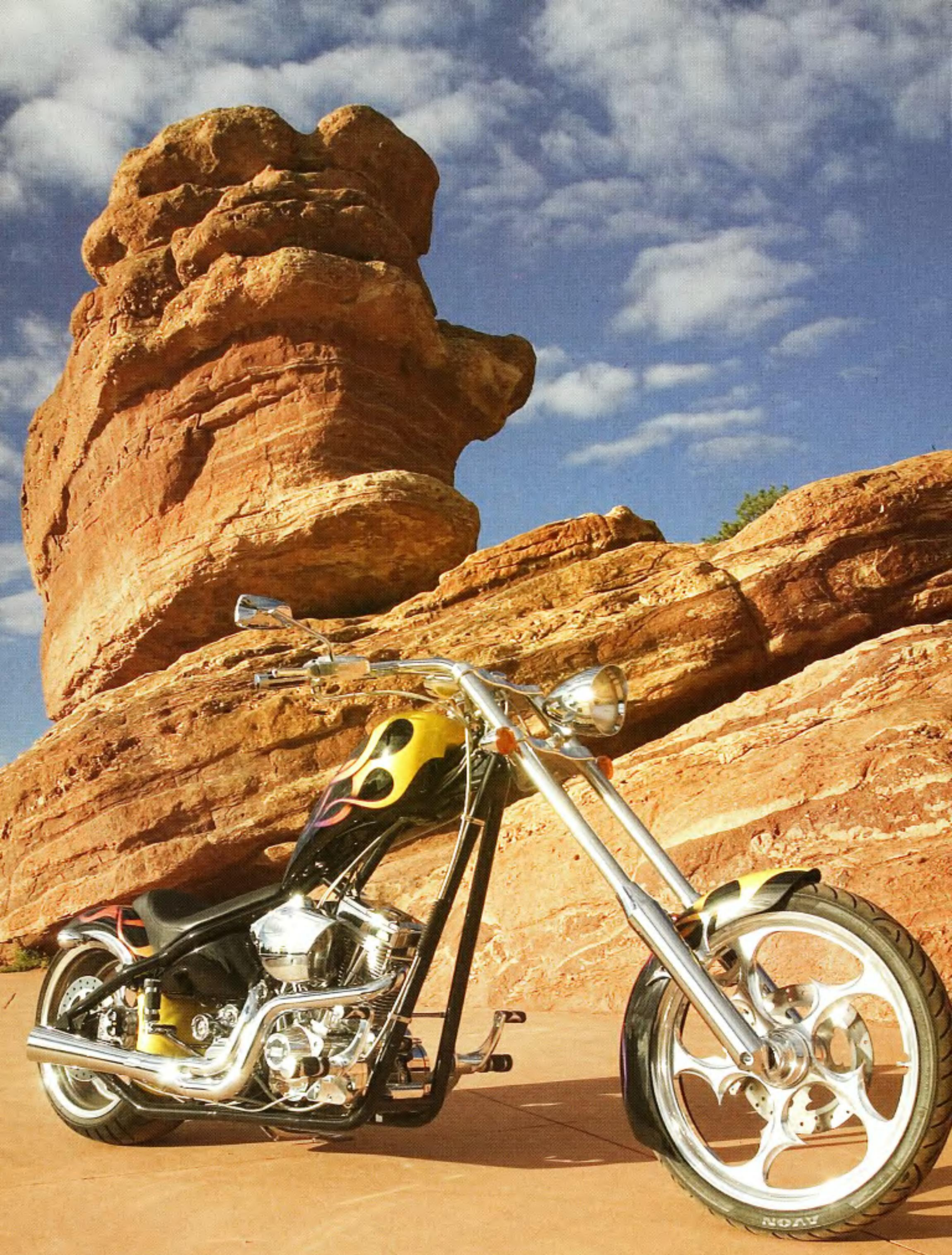
BIG DOG'S NEW RIGID

RIDGEBACK

Working at *Easyriders*, we tend to get a little jaded by testing all the latest bikes people bring to us. Sometimes it's difficult to get overly excited about these bikes. Don't get me wrong, we love riding new bikes and putting them through their paces and seeing how well they hold up. I mean…they don't belong to us, so why not see what happens when you start off in 2nd and jump a few curbs on your way onto the freeway to fight traffic at lightning speeds. However, this time it was different.

Recently we were invited to attend Big Dog Motorcycles' (BDM) annual Dealer Incentive Trip (in Colorado Springs, Colorado) and got to test several of their new models available for 2004. Most of the time, on these types of trips, the riding the manufacturer allows you to do is fairly limited, but this wasn't the case for BDM. As long as we didn't keep any of their dealers from being able to test any of the bikes, we had carte blanche to take out any of the models we wanted. This Ridgeback was the first bike I grabbed and, sorry to say it, but some of their dealers never got to ride this one.

Now when I tell you that we really put these bikes to the test…I'm not kidding. Because I only had four helmet-free days to ride the new bikes it was essential I put on as many miles as possible in that short time. Now, although their other new models did see a lot of road time, all of those put together didn't add up to the miles put on this Ridgeback. With our intrepid photographer, Michael Lichter, following close behind, I tore up some Colorado landscape.



I'm not gonna lie to you, when you hit a decent-sized pothole or dip in the road you'll feel it on this bike. However, keep in mind it is a rigid and I said "decent-sized pothole," not the regular dips and such. The designers and engineers at BDM have really outdone themselves on this bike, the style and handling couldn't be better. Easy to turn, able to scrape the pipes (only if you really needed to) and seating position comfort are just a few qualities we could go on for many days describing to you. And talking about features on this model could take just as long—starting with the oil bag.

What's so great about it? I mean, you see it right under the seat, right? Wrong. What looks like an oil bag under the seat

is actually housing for the bike's electrics. Look closely near the pipes, close to the 6-speed tranny, and you'll see a cap. That's the oil bag, right there under the bike. Ground clearance on this model is practically 4.5 inches, giving you plenty of room underneath so as to keep from hitting that hidden bag o' oil and really screwing up your ride... believe me, I tried.

The Ridgeback has an overall length of 107 inches, a beefy 1.5-inch frame design raked at 37 degrees with a 3-degree rake in the triple trees. This hardtail also has a rear-mounted kickstand that prevents dragging it, allowing you better left turn capabilities. This would prove to be the only drawback I could find with this bike. Several times during the trip I watched as many of the riders rode off with their kickstands down (including me) and once up, it was a little tough finding a foot hold to bring them back into place...as they were so well-hidden. Why so many riding off without moving the kickstand? The only rationale we could come up with was that they were not in your line of sight, so they were easily forgotten. However, having the design and engineering staff on hand during this trip, that problem was immediately addressed and now BDM provides a "toe bar" that's just large enough for you to hook onto and lower the stand without compromising the turning capabilities.

Check out the tech sheet for all the new, improved, proprietary components BDM is using on this model. Also, check out their new Web site that allows you to not only build your own Big Dog, but will let you compare all of the models to each other, which will help you find the right Big Dog for you. Check 'em out at www.bigdogmotorcycles.com, or give 'em a call at 316-267-9121.

Tell 'em you saw it here first!

—Oil Can

Owner:......................Could be you
City:........................ Anytown, USA

General

Fabrication: ....Big Dog Motorcycles
Year and make: ....2004 Big Dog
Model:............................Ridgeback

Engine

Year:.......................................2004
Model:.....................................S&S
Rebuilder:......Big Dog Motorcycles
Displacement:......107 cubic inches
Lower end: ....S&S
Balancing: ....Big Dog Motorcycles
Pistons:..................................S&S
Heads:....................................S&S
Cam: ....moderate lift
Lifters: ....S&S
Carb(s): ....S&S
Air cleaner: ....S&S
Pipes: 2-into-1
Mufflers: ....in there somewhere

Transmission

Year/model: ....2003 Baker
Modifications: ....Positive Shift/ Neutral detent system
Shifting: 6-speed

Painting

Painter:..........Big Dog Motorcycles
Color/type:....................basic black
Special paint: ....custom paint is available

Frame

Year:.......................................2004
Builder:..........Big Dog Motorcycles
Type: ....rigid
Rake: ....37 degrees
Stretch: ....3 degrees in trees
Shocks: ....huh?

Accessories

Bars: ....1.25-inch Big Dog Motorcycles
Handlebar controls: ....Big Dog Motorcycles
Fenders: ....Big Dog Motorcycles
Headlight: ....hooded
Taillight: ....LED
Speedo: ....Big Dog Motorcycles
Front pegs:....Big Dog Motorcycles
Rear pegs: ....none
Electrics: ......Big Dog Motorcycles
Gas tank: ......Big Dog Motorcycles
Oil tank:..............................hidden
Seat:.............Big Dog Motorcycles
Mirrors:..............vibration-resistant/ extended
Grips: ....Big Dog Motorcycles
Forks: ....Big Dog Motorcycles
Extension: ....stock
Builder:..........Big Dog Motorcycles

Wheels

Front

Size: ....90 x 56/21
Wheel: ....Big Dog Motorcycles
Brake: ....Performance Machine 4-piston

Rear

Size: ....250/40 x 18
Wheel: ....Big Dog Motorcycles
Brake: ....Performance Machine 4-piston

Photographer: ......Michael Lichter

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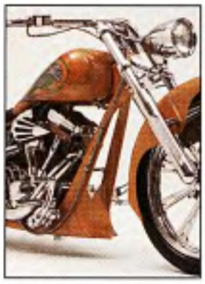
ComingAtYa

The May issue of *Easyriders* (No. 371) is bounding your way with an awesome collection of custom choppers from Jerry Covington, Billy Aaron, Ron Simms, David Molina, Billy Harbin and more! We'll also road test Harley-Davidson's new Sportsters. This issue offers up our seductive Top 10 Exotic Dancers of the Year. You'll also see the Easyriders Charlotte Bike Show, get an Event Guide to Myrtle Beach Bike Week, and meet master painter Mike Learn. In the Tech shed we'll bring you an in-depth Guide to Performance Parts for your scoot, plus, there's a 32-page outsert on the newsstands that will showcase our Spring/Summer Roadware collection *and* you'll also get a sexy Exotic Dancer Poster! *On sale March 30, 2004*



The awesome and outrageous April issue of *V-Twin* (No. 36) brings you all the glory of the first-ever Easyriders Bike Show in Portland, Ore. You'll meet master bike builder John Vaughn-Chaldy, get a great Guide to Laconia Bike Week, check out moto-artist David LaFrance, and go Behind the Scenes at MGS Customs. We'll test ride a new scoot from Vengeance Motorcycles, offer up a Hot Trends article on super-Phat Tires, and also bring you an aftermarket Guide to Riding Gear. All this, plus nine divine custom bikes, from choppers, to bobbers, metric-to-American, and a Softail owned by a living rock 'n' roll legend. On newsstands, you'll also get our 32-page Parts Guide bringing you hundreds of incredible new products, parts, gizmos, gadgets and accessories for your bike. *On sale March 16*

The April *Biker* (No. 218) features this pretty gal on a most bitchen old-style pan chopper. See the flathead bobber that won Editor's Choice at our Sturgis Bike Show and, of course, all our usual deranged shit. *On sale now*

In June 2004's *Wind* (No. 117), we go to H-D's 100th via our readers'; see hot biker tits and Barely Bathing Suits. Woody Hammer nails it with his Nemesis and Victoria, who gets busted. The Easyriders Rodeo and *Ghost Rider* poster are in the outsert. *On sale March 2*

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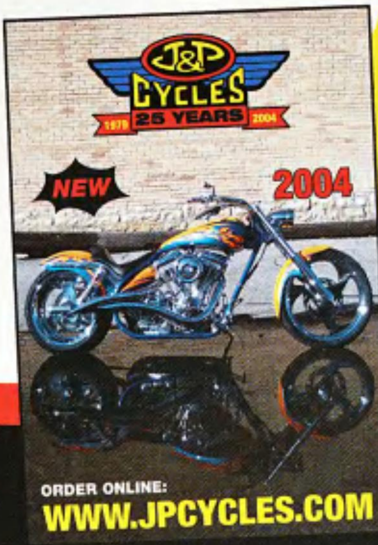

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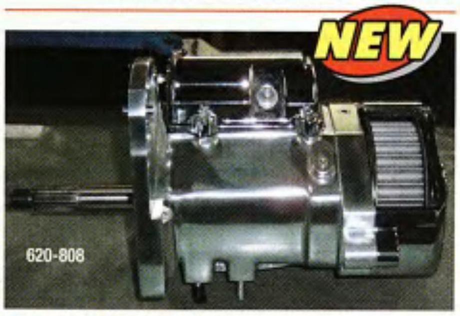

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BUYER'S GUIDE 2004

There has never been a better time to customize your bike or to build a from-the-ground-up custom motorcycle. You could say that the world is experiencing and all-time two-wheeled high. Everywhere you look, from the barrage of TV shows on custom bikes and builders, to Harley-Davidson's unprecedented sales figures, America has gone crazy for motorcycles!

Naturally, if you are a part of this amazing lifestyle, you'll want to do a few things to your bike to make it uniquely your own. That's why we offer this Buyer's Guide of pleasing products and accessories for your bike each year. From go-fast goodies to complete Bike Kits, this Guide is your one-stop-shop for all the latest trick parts for that special bike of yours. You'll find a pleasing plethora of custom gee-gaws, including frames, fenders, motors, front ends, brakes, wheels, tires, even seats. It's our way of helping you make your customizing dreams come true.

Take a good look through this 32-page Guidebook, make your selection, check out the manufacturer's or distributor's corresponding phone number or Web address, and let them know we sent you.

Once that old customizing bug bites, it never really lets you go.

—Dave Nichols

Category Index

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Bike kits have come a long way in a very short time. We're proud to report that the kits you'll see in this guide do indeed come with everything you need, including the little details, like a motor and a tranny!

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We present to you an updated selection of friction purveyors currently available for the custom motorcycle market.

Dress Up 10-11

The aftermarket world is a never-ending source of fresh new goodies as well and we've found a few to whet your appetite for customizing.

Exhausts 11-14

From the classic look and sound of straight pipes, shotguns or fishtails, to new looks, you'll find a wide assortment of wild exhaust systems to let the world know that you've arrived in style.

Frames 14-16

When it comes to buildin' a custom bike you've got more than your fair share of freedom with these far-out frames.

Performance 16-18

To help you figure out your performance options we gathered a hodge-podge of engines and parts that can help your bike pack in a few more ponies and get you down the road a little faster.

Primary Drives 18-20

From super-slim to wide and radical, today's primary drives are primed to pull your custom bike down the road in record time.

Seats & Luggage 20-23

What we have here is a primer on all kinds of cool custom seats and two-wheeled luggage for your ride.

Sheet Metal 23-25

The sheet metal you choose for your custom will probably carry the most weight visually. Here's a look at what some of today's hottest talent has to offer.

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Here's a taste of what's available for you out there in the way of rad rubber.

Wheels 27-30

There are more unique and innovative wheel designs from more great companies today than ever before. We've gathered a few together for your perusal here and hope you'll find just the right design for your cool custom bike.

Bike Kits

Hardcore Chopper

All the parts have been test-fitted to insure compatibility. This kit won't leave you scratching your head in the middle of the night wondering why parts won't go together. Every nut, bolt washer, spacer and cable is included. All you need to do is, paint it and put it together and you're on the road. All at a great price.

Hardcore Rigid Chopper kit Includes: a 100-inch RevTech engine, RevTech 6-speed overdrive trans, 2-inch over-length FXST style front end kit, 200 series rear tire with belt drive, 40-spoke chrome wheel assemblies, Dyno Power upswept drag pipes, 12-inch Apehanger bars, OEM-style 1984 thru 1999 front and rear brakes, Steel braided brake lines, polished 3-inch BDL open belt drive, 5-gallon Fat Bob fuel tanks, cast dash and Fat Bob speedometer, chrome steel forward controls. It's a complete motorcycle kit with CCI's Santee Wide Rigid frame. Equipped with all the cool stuff needed to build a custom chop.

Check out www.customchrome.com.

El Dorado

A sculpted steel invitation to explore all the roads less traveled. Jesse James rear fender, black and chrome powertrain, swoopy tank and tail, teardrop lighting, armor-coated stainless brake lines and animal-like agility and grace. Packs that powerful RevTech punch wherever it goes. The Eldorado is equipped with a 5-gallon fat bob gas tank with flush caps, Chrome brake calipers, Doss chrome tear drop headlamp module, chrome handlebar controls, chrome forward controls, black inner and chrome outer primary covers, black and chrome RevTech 88 engine, black and chrome, RevTech 5-speed transmission, chrome oil tank, Armor-coated braided stainless steel brake lines, chrome exhaust bracket, polished RevTech rear wheel pulley, 40-spoke laced wheels with chrome rims, spokes and hubs, 3.50-x-16-inch front wheel and tire, 180-x-18-inch rear wheel and tire, Doss minimarker lights, Santee frame, Aurora taillight designed by John Reed, Avon tires.

Available from Custom Chrome: www.customchrome.com.

Bike Kits

NEMESIS (below)

Based upon the Santee D&D 3-inch stretched frame, the Nemesis features full suspension and a meaty 5.50-x-16-inch rear tire. With a 100-inch engine, dual coils, strutless rear fender by Milwaukee Iron, 1-piece stretched tank, billet triple trees, custom seat and minispeedo this is a custom bike kit that's priced like a stocker. Like all Build Your Own Bike kits, everything is included to B-Y-O-B from scratch: 1-piece, 4-gallon gas tank, strutless rear fender, chrome brake caliper, chrome billet aluminum triple trees, chrome handlebar controls, chrome forward controls, chrome primary drive, dual RevTech coils, RevTech 100-inch engine, RevTech 5-speed trans, chrome oil tank, Armor-coated braided stainless steel brake lines, chrome exhaust bracket, chrome aluminum side mount license plate, polished RevTech rear wheel pulley, 40-spoke laced wheels, 21-inch front tire, 5.50-x-16-inch rear tire, Rick Doss minimarker lights, minispeedometer, Santee D&D stretched frame. For those who believe that bigger is better, you can replace the 5.50 tire with an even beefier 180-width tire.

For more info, check www.customchrome.com.

PAUL YAFFE CHOPPER (above)

This is master bike builder Paul Yaffe's wild chopper in a box. Check out the radical chopper profile, powered by your choice of a 100-inch, show-polished Rev-Tech or S&S motor, smothered with Paul Yaffe Original parts. This is the first build-it-yourself bike kit with proprietary sheet metal made exclusively for the project. This Chopper is based on a Paul Yaffe hidden-shock frame with a 6-inch upward stretch and a whopping 46 degrees of overall rake, the stance of this modern chopper screams to be noticed. Paul says that everything you need except paint and fluids will be included. Also available from PYO as a rolling chassis kit.

Contact Paul Yaffe Originals at 602-840-4205 or visit www.paulyaffeoriginals.com.

BLACK WIDOW (below)

This is a complete motorcycle kit that is very similar to the Fat Boy in many ways and includes Custom Chrome's Low Glide Custom frame as a foundation. The Black Widow kit includes everything you need, except paint, oils, gas and elbow grease.

The Black Widow kit features an 88- or 100-inch RevTech engine, RevTech 6-speed transmission, FLST tin-style front end with 7-inch headlight, 180-series rear tire with belt drive 16-inch front and rear spoked wheels, smooth, chrome steel fender struts and a 6-gallon gas tank.

Check out www.customchrome.com.

DOSS ROCKET

Another beautiful creation masterminded by veteran bike builder, Rick Doss. This immaculate HR3 kit exposes wonders of the imagination and glorifies the beauty of custom. Exquisite features give the Rocket it's envious form. Creating this HR3 rewarded Mr. Doss with great achievement and pride. Now you can experience just that and much more with the power of your hands, the intelligence of your mind and best of all, from the heart of your very own home. So blast off and soar the streets with the Rocket HR3 today!

- RevTech 100-inch engine
- RevTech 6-speed transmission
- RevTech tachometer/speedometer
- CCI chopped master cylinder hand control kit
- Doss tear drop air cleaner cover
- Doss V handlebars with bolt-on gauge cup
- Doss headlight
- Doss Waterfall triple trees and fork sliders
- CCI Meridian wheel, rotors and pulley
- Doss Rocket pipes
- 250 rear tire
- RevTech single brake caliper
- RevTech chrome brakes
- Doss kickstand
- black and chrome primary
- Doss side mount LED license plate bracket
- One-of-a-kind stretched gas tank with pop-up cap

Available from Custom Chrome: www.customchrome.com

RACK 'EM UP

The Rack 'Em Up is what a chopper should be. All the essentials for an awesome chopped panhead in convenient kit form. The kit comes complete with an 88-inch Pandemonium engine, complete with S&S Super E carb and Mallory Unilite distributor, straightleg-style rigid frame for chain rear drive, 6-inch stretch in down-tubes and 38-degree rake, chromed 41mm billet triple trees with 7-degree rake, bottom-mount, 12V headlight, 6-inch-over chromed fork tubes and dual-disc lower leg assembly, 16-inch apehanger handlebars, riser assembly and heavy-duty bushing kit, 21-inch chromed 40-spoke front wheel with an Avon tire, rim strip, tube and axle kit, 16-inch chromed 40 spoke rear wheel with 5.10-x-16 Avon Road Runner tire, rim strip, tube and axle kit, chromed 3.5-quart, side-fill horseshoe oil tank, 3.3-gallon, double-cap Mustang-style gas tank, 6-inch flat rear fender with sissybar, bullet-style taillight and a bunch more. Rack 'Em Up is also available as a rolling chassis kit.

From Chrome Specialties: www.jammerclub.com.

PIMP DADDY

Chrome Specialties' Pimp Daddy is the ultimate in retro-cool, patterned after a bobbed '48 panhead — 88-inch Pandemonium engine with S&S Super E carb and Mallory Unilite distributor, RevTech 4-speed kickstart tranny, Straight-leg rigid frame for chain rear drive. 2-inch stretch in down-tubes and 33-degree rake, old-style oval floorboards, Jammer stock-length springer with axle kit and fender, GMA billet dual-action front brake caliper and hardware, White Bros. 36-inch wide Bikini Beach Bars with 3-inch vintage risers, throttle assembly and vintage grips, 21-inch chromed 40-spoke front wheel with 90/90H x 21 Avon Venom-X whitewall tire, rim strip and tube, 16-inch chromed 40-spoke rear wheel with an Avon Venom-X whitewall tire, 3.5-gallon fat bob-style gas tanks, chrome cateye dash kit with 1:1 ratio white-face speedo, mounting kit and ignition switch, 6-inch flat rear fender, chrome fender brace and '50s-style taillight.

From Chrome Specialties: www.jammerclub.com.

BIG BEAR CHOPPER'S REAPER

Big Bear Choppers is a licensed motorcycle manufacturer and dealer. When you buy a BBC Reaper or Venom motorcycle, assembled by BBC, you are purchasing a manufactured motorcycle, not a Special Construction, which means, you can finance your bike. It also makes registering and insuring your bike a breeze. The Reaper comes with 100-hp, 100-inch RevTech show-polished motor with 2-year/20,000-mile warranty, RevTech 6-speed overdrive show polished transmission, 3-inch open BDL show-polished belt drive, DOM seamless tubing frame, 6-inch-stretch downtube, 3-inch stretch backbone, neck rake: 40 degrees, BBC web design neck, Accutronix triple tree with 6-degree rake, 3 3/4-inch front end trail, 6-inch risers, 26-inch 14-gauge steel, 4.8-gallon capacity BBC custom fuel tank with flush mount pop-up gas cap, BBC custom 12-gauge steel fenders, BBC custom 14-gauge steel oil tank with web cutout design, Mikuni HRS 42 Carb, Revtech 50 Cam, Santee Shot Gun pipes, Venom Avon tires: 10-inch, 250 series rear tire, 21-inch front, Pro One polished billet wheels, Pro One lower legs, billet forward controls, 4-piston billet brakes, stainless steel clearcoat cables, and CCI chroming.

Available with many additional options from Kevin Alsop of Big Bear Choppers: 909-878-4340; www.bigbearchoppers.com.

BIG BEAR CHOPPER'S VENOM PRO-STREET

Big Bear Choppers supplies you with a PO (Purchase Order) and a Big Bear Choppers MSO (Manufacturers Statement of Origin), and you're on your way to ride. The Venom Pro-Street comes with 100-hp, 100-inch RevTech show-polished motor with 2-year/20,000-mile warranty, RevTech 6-speed overdrive show polished transmission, 3-inch open BDL show-polished belt drive, stretch option DOM seamless tubing frame, 6-inch stretch down tube, 29 1/2-inch backbone, neck rake: 40 degrees, Accutronix triple tree with 6-degree rake, 3 3/4-inch front end trail, 6-inch risers, single downtube, fang tooth swingarm design, 26-inch 14-gauge steel, 4.8-gallon capacity BBC custom fuel tank with flush mount pop-up gas cap, BBC custom 12-gauge steel fenders, BBC custom 14-gauge steel oil tank, Mikuni HRS 42 Carb, Revtech 50 Cam, Santee Shot Gun pipes, Venom Avon tires: 10-inch 250 series rear tire, 21-inch front tire, Pro-One polished billet wheels, Pro-One lower legs, billet forward controls, 4-piston billet brakes, four stainless steel clearcoat cables, CCI chroming.

Available in both Pro-Street and Chopper versions with many additional options and motor/tranny configurations from Kevin Alsop of Big Bear Choppers: 909-878-4340; www.bigbearchoppers.com.

Brakes

Drag Specialties Stainless Steel Brake Line Kits Available For Most V-Twins

Clear-coated stainless steel lines with chrome fittings are available for stock applications on most late-model big twin and XL models from Drag Specialties. These lines meet DOT specifications and are made in the USA. They retail between $41.95 and $98.95.

See your Drag Specialties dealer for more information or click on www.dragspecialties.com.

Brakes

Eurocomponents Sprocket Rotor Kits

Eurocomponents says their sprocket-rotor kit fits all Harley-Davidson Softail and custom rigid frames. The kit includes a 51-tooth sprocket that works also as a brake rotor, a 2-piston brake caliper with brake pads, caliper bracket and all the necessary hardware for a successful installation. Thanks to the kit all mechanical components of the rear wheel are now on the left side, leaving the right side completely clean—a must for a true chopper, says Eurocomponents.

The sprocket-rotor is made of polished stainless steel and billet aluminum and is available only from Eurocomponents.

Contact Eurocomponents at 386-274-5729, or visit www.eurocomponentsusa.com.

Brakes

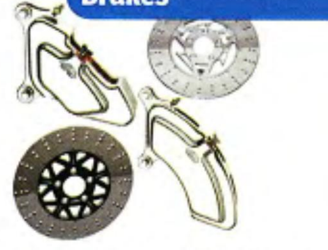
Lyndall Rotors And Brake Pads Are Available Through Rivera Engineering

Sold exclusively by Rivera Engineering, the LRB "Onyx" brake pads are priced with the "economy" pads of their competitors, yet perform like premium pads, we're told. In-house quality control ensures that every pad is up to spec both physically and chemically. The LRB brake pads are ideal for installation with rotors that are not new, as well as everyday street applications.

Rivera also distributes Lyndall's stainless steel brake rotor. Made of 420 stainless steel, these rotors are heat-treated and feature a highly polished finish. They are mounted on chromed steel carrier, and use special buttons that make for a quiet operation.

Contact Rivera Engineering at 562-907-2600.

Brakes



Performance Braking From Pro-One

The Pro-One lineup now includes an expanded selection of custom-designed rotors and calipers. Precision machined from 6061-T6 billet aluminum and featuring a chrome finish, Pro-One billet calipers are available in both 4- and 6-piston configurations. Front calipers bolt directly to factory or Pro-One custom lower legs while rear installations on '86-up Softails is facilitated with the use of Pro-One's chrome-plated rear caliper hanger.

The 6-piston caliper retails for $499.95 while the 4-piston version sells for $419.95. Rear caliper mounting brackets are available for $139.95 and "Generation 2" rotors retail for $329.95.

Contact Pro-One direct at 800-884-4173 or visit them at Web at www.pro-one.com.

Brakes

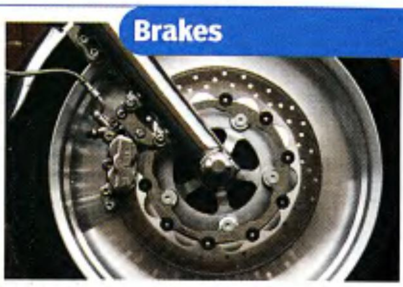
Drag Specialties 2-piece Brake Rotors

Drag Specialties has these high-quality 11.5-inch ductile iron rotors in stock now. Designed to offer the rider the best in braking performance, these rotors feature billet aluminum carriers that are chrome-plated for good looks. They are offered to complement the Drag Specialties laced wheels and rear pulleys.

Drag Specialties tells us that their Solis front rotors will not fit '00–'03 FLT/FLHT/FLHR models.

See your Drag Specialties dealer for more info or visit www.dragspecialties.com.

Brakes



QTM Inc. Announces A Brembo Brake Upgrade For V-Rod

Brembo, a leader in both the development and manufacture of brake systems, offers a variety of brake upgrades to fit 2002 and later V-Rods. The brake system includes Brembo 4-piston differential-bore calipers, available in several finishes, and is available for use with the stock 11.5-inch discs or Brembo's cross drilled, stainless steel motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

QTM Inc. also stocks a complete line of brake upgrades for Harley-Davidson bikes from 1984-2003.

Contact QTM Inc. 714-734-9726; e-mail: sales@qtmi.com.

Brakes

Inboard Brake Setup Enhances The Look Of Today's Custom Bikes

Carolina Custom offers you a way to get a trick look with its new bolt-on rear brake kit. There's no need to grind, weld or sweat much to install this kit, says a recent product release. Carolina Custom offers the option of mounting the brake caliper on the drive side of the wheel for no additional charge if you purchase one of the company's frames. The cutaway view gives a closer look at how Carolina Custom designs their frame, wheel, rotor and brake caliper to work together seamlessly and with little hassle on the part of the bike builder.

Call Carolina Custom at 704-592-2355 or log on to www.carolinacustom.cc.

Brakes

Deep Cut Rotors Widens Creative Possibilities For The Custom Bike Builder

Deep Cut Rotors set off to create the most unique motorcycle brake rotors on the market. To start things off you can choose from the company's selection of rotors, or you can work with Deep Cut Rotors' design staff to create a personalized custom rotor for your motorcycle. You can also use your own logo—the possibilities are endless.

Deep Cut Rotors are manufactured from 410 stainless steel to prevent rusting and provide superior brake performance. Deep Cut Rotors tells us their rotors have been tested extensively with zero out-of-balnce and are compatible with almost all brake pad materials.

Check out Deep Cut Rotors at www.deepcutrotors.com.

Brakes

Ness-Tech/Performance Machine 4- and 6-Piston Brake Caliper Kits

Arlen Ness and Performance Machine joined forces to provide what they call the most superior brake systems available. Featuring the Dynamic style and performance you've come to expect from Arlen Ness, these exclusive designs feature grooved patterns on both caliper sides and are CNC-machined from 6061-T6 billet aluminum. Available in both show quality chrome and polished, these brakes were developed to give custom motorcycles good looks and great stopping power.

Call Arlen Ness at 925-479-6350 or visit them online at www.arlenness.com for complete access to all of Arlen Ness' Custom products.

Brakes

Bendix Motorcycle Brake Pads Deliver Consistent Braking Power

Bendix brake pads are now available in five different friction compounds to suit various types and conditions of riding. Standard ceramic compound (prefix "MA") is a non-asbestos material that does not absorb water. Supersport sintered metallic compound (prefix "MF" and "MR") offers excellent braking feel. MX/ATV compound (prefix "MO") contains sintered metal to provide maximum stopping power and wear life. Road Racing compound (prefix "MRR") is strictly for closed-course racing. MX Racing compound (prefix "MOR") offers the ultimate in braking for use on the MX track. Bendix pads retail from $17.77 to $69.36, depending on compound and application.

Please contact FTM Enterprises at 760-732-3161.

Brakes

GMA 6-Piston Calipers With 12 5⁄8-Inch Disc For Big Twins and Sportsters

These 6-piston GMA setups are said to offer not only less unsprung weight but also provide 33% more brake-to-pad surface area for shorter stopping distances. The 12 5/8-inch floating-type brake disc features a flash chromed ductile iron floater and a chrome-plated center machined from billet aluminum. The chrome-plated caliper is CNC-machined from 6061-T6 billet aluminum and features an integrated mounting bracket for improved strength. These GMA brakes can be used with the factory brake lines, factory 10mm banjo bolt, disc mounting hardware and a 5/8- or 9/16-inch bore master cylinder.

See your MID-USA dealer for more information or click on www.mid-usa.com.

Brakes

PM Differential Bore Calipers And 13-Inch Discs

Performance Machine's extensive line of differential bore calipers uses a construction and a design that increase braking power and feel at the lever by utilizing a smaller piston at the disc entry and a larger piston at the disc exit. Performance Machine says the result is more efficient pad-to-disc contact, reduced heat and increased braking power.

Combined with their 13-inch full floating rotors, these 6-piston, direct bolt-on brake calipers work with a stock or Performance Machine master cylinder. The calipers are available in polished, chromed or black anodized finish.

Call Performance Machine 714-523-3000 or visit www.performancemachine.com.

Brakes

HHI Front And Rear Caliper Kits Put The Squeeze On Your Brakes

MID-USA now carries the 4-piston rear brake caliper kits from manufacturer HHI. HHI 4-piston caliper kits are available for big twin, Sportster, and for some custom big twins and Softail applications. These calipers are compatible with all original equipment master cylinders. The caliper and mount are CNC machined from billet aluminum to eliminate flex and feature stainless steel pistons for maximum strength and long life. All kits mount solid, eliminating annoying rattles. They also include anti-rattle springs to keep brake pads quiet.

Each kit includes a brake banjo bolt with sealing washers and button head mounting bolts with alignment shims.

See your MID-USA dealer or visit www.mid-usa.com.

Brakes

RC Components Calipers And Disc

RC Components' now offers three different types of calipers. A 4-piston competition, 4-piston direct bolt on, and a 6-piston direct bolt on. All calipers are constructed from high-grade billet aluminum to provide superior stopping power. Calipers are available in high-luster chrome for a clean custom look. RC Components' has designed their 2-piece Elite floating discs to match their billet wheel styles. The complete disc is a combination of a 410 stainless steel band assembled to a 7075-T6 billet center. For cast wheel owners, RC offers a new line of matching, fully polished, 1-piece 410 stainless steel discs. RC also offers 1-piece and 3- and 5-spoke directional discs.

Call RC Components 270-842-6000 or visit www.rccomponents.com.

Dress Up

Drag-Hotop Frame Accent Panel

This easy-to-install accent panel dresses up the area under the seat and above the transmission. Covers the rough OEM frame bracing and extends over the edges of the frame tubes for a clean, finished look. It comes complete with mounting hardware. Fits 97-02 FLT. Made in the USA.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Dress Up

Hotop S&S Choke Knob Assembly

Replaces the stock S&S enrichner lever on E and G carbs when changing to a different style air cleaner assembly. Retains the stock plunger and spring. Allows progressive enrichment. Kit includes a chrome knob and a brass plunger nut. Made in the good ol' USA.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Dress Up

Handlebar Control Cover Kit

New from Drag Specialties, this handsome handlebar control cover kit was designed to add the finishing touch to chrome handlebar controls. The complete kit includes chrome-plated clutch perch, control clamps and master cylinder cover. It comes with mounting hardware and fits '96-'03 single-disc models. It replaces OEM No. 46098-98.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Dress Up

Extended Headlight Trim Ring

Drag Specialties recently introduced these beautiful headlight trim rings to their extensive line of custom dress-up accessories. These chrome extended rings give a custom look to a stock headlight and mount easily onto a stock headlight. They replace the original equipment trim ring.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Dress Up

Oil Dipstick Cover For V-Rod

This attractive chrome cover hides the dull OEM oil dipstick, so your V-Rod can be sexier. The cover installs quickly and easily with the included set screw.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Dress Up

Harley-Davidson's Slotted Collection Covers

A new weapon in the fight for custom supremacy, the Slotted Collection from Harley features smooth, highly polished chrome with slotted black borders for razor-sharp contrast that draws the eye and fires the imagination.

The line includes timer cover and derby cover, both coming with stainless steel mounting hardware. The Slotted Collection covers fit '99 and later Twin Cam motors.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up

Twin Cam 88 Collection

A new look for a new engine. This chrome-plated collection features streamlined Twin Cam 88 script and a sleek look to go with the new era in Motor Company history. The covers install in just minutes and offer an instant clean, custom look to your bike.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up

Flames Derby And Timing Covers For Big Twins And Sporsters

Harley-Davidson offers these cool covers for Sportster and 1070-1998 big twin models. The covers feature a combination of gold and chrome flames on the famous, Harley bar-and shield logo.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up

Flames Derby And Timing Covers For Twin Cam Applications

Harley-Davidson offers a timeless style of covers for Twin Cam models. The covers feature a combination of gold and chrome flames on an attractive Harley-Davidson bar-and-shield logo.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

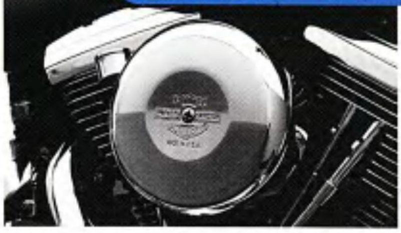
Dress Up

Tasty Brake Caliper Inserts From Harley-Davidson

Harley-Davidson now offers scores of incredibly cool, must-have custom accessories and dress-up goodies cruisers need. These are cool brake caliper covers that are designed to fit late-model front and rear calipers. There are many more designs and parts to choose from.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up



Nostalgic Bar-And-Shield Air Cleaner Cover For Evos

Get a polished look with an extra dose of heritage with the Nostalgic Collection from Harley-Davidson. These chrome plated accessories feature an original-style bar-and-shield logo and a stamped, "Made In The USA" script. An easy-to-install trip down memory lane, each part is hand-polished and copper plated, then buffed again prior to adding layers of nickel and chrome. This triple-layer treatment provides a brilliant finish. All polished stainless mounting hardware is also included.

See your Harley dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up

Nostalgic Bar-And-Shield Air Cleaner Cover For Twin Cam

This cover offers unique styling with a concave center and a stamped Harley-Davidson logo to give your bike a look that's nostalgic, yet distinctive to the new Twin Cam 88 engine. Polished and chrome plated, it's easy to install in just minutes.

See your Harley-Davidson dealer or log on to www.harley-davidson.com.

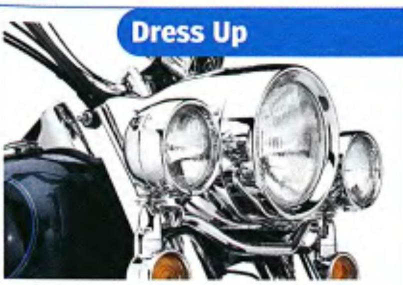
Dress Up

Bar-And-Shield Oil Dipstick

Easily add a really nice touch of class to your oil tank by switching to this elegant oil dipstick from Harley-Davidson. The bar-and-shield oil dipstick fits 2000 and later models.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up



Headlamp And Running Lights Trim Rings

Harley-Davidson is now offering an incredible selection of dress-up parts for their entire line of motorcycles. Some of the most simple and striking of them are the trim rings. The chrome-plated headlamp rings extend forward, giving the headlamp assembly a frenched look reminiscent of classic hot rod car designs by recessing the headlamp and adding the appearance of depth.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up

Bullet Turn Signal Trim Ring Kit

Harley-Davidson does it again as it offers matching trim rings for all of its models' turn signals. The trim ring contour nicely matches the turn signal housing and extends out past the lens for a sleek appearance. These easy-to-install chrome-plated trim rings with amber or red lenses look great alone, or in combination with headlamp trim rings.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Dress Up

Eagle Spirit Die Cast Coil Cover

This die-cast coil cover is available through MID-USA and complements the Eagle Spirit line and bolts right in to fit all big twin models before 2000.

See your MID-USA dealer or call 800-632-0024 for more information.

Dress Up

Eagle Spirit Ignition Cover

Get this timeless cover from MID-USA. The chrome plated ignition cover is on the best-seller list and is a true classic. You just can't go wrong. It exists in chrome-plated logo or gold Eagle Spirit logo.

See your MID-USA dealer or call 800-632-0024 for more information.

Dress Up

Ball Milled Billet Ignition Cover

This gorgeous ignition timing cover is made from CNC ball-milled aluminum, combined with the beauty and maintenance-free chrome plating. It fits most big twins and Sportsters, where the milling will run vertically.

See your MID-USA dealer or call 800-632-0024 for more information.

Dress Up

Eagle Spirit Inspection Covers

These die-cast inspection covers feature an embossed Eagle Spirit logo and are available all chrome plated or with a 24K gold Eagle Spirit logo. There are no footpeg provisions for this item. The covers fit big twin 4-speed models as well as Softails.

See your MID-USA dealer or call 800-632-0024 for more information.

Dress Up

Eagle Spirit Clutch Covers

These die-cast clutch covers are available from MID-USA and feature an embossed Eagle Spirit logo. They are available all chrome plated or with a 24K gold Eagle Spirit logo for big twin applications from 1970 to 1998.

See your MID-USA dealer or call 800-632-0024 for more information.

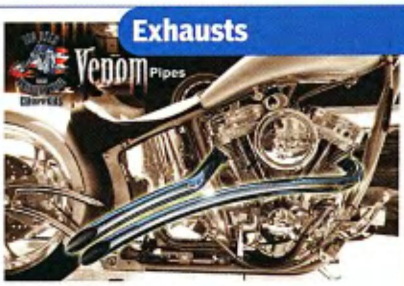
Exhausts

Bassani's Reverse Cone Megaphones

Fine tuning the reverse cone technology has allowed Bassani to develop a twin muffler configuration for baggers that Bassani says provide a noticeable increase in useable horsepower and torque over a wide power band. Each reverse cone megaphone is fabricated in the USA. The main tube is constructed from 16-gauge steel, which is fitted with a unique, spiral louvered resonator. Final touches come with a coat of chrome and a system-specific, fluted, billet aluminum end cap. Designed for 1995 through present H-D baggers, the slip-on mufflers are a direct replacement for factory pieces and utilize OEM mounting hardware. Bassani's reverse cone mufflers retail for $449.

Contact North County Customs at 866-439-4287 or catch the complete Bassani line at www.northcountycustoms.com.

Exhausts



Reaper and Venom Pipes From Big Bear Choppers

Big Bear Choppers' Reaper pipes were designed to blast a powerful, deep roar, while the Venom pipes scream a loud intense sound. Both pipe styles were designed to fit the lines of your ride while letting everyone know you're coming with a huge rumble.

Made of 14-gauge steel and measuring 2 inches in diameter, the Venom and Reaper exhaust pipes fit hidden-shock motorcycles and are available in chromed or raw finishes. They come with mounting brackets for an easy installation and retail at $400 in raw finish and $600 chromed.

Call Big Bear Choppers at 909-878-4340 or you can also look them up at www.bigbearchoppers.com.

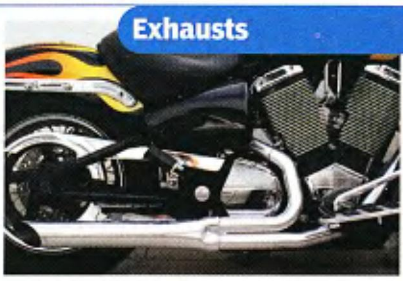
Exhausts

BUB's Cone System For V-Rod

Features 2-inch head pipes with full-coverage, 2 1/4-inch heat shields covering areas from the head to the megaphones. The deep, aggressive-sounding megaphones utilize spiral louvered baffles that are removable and can be run with or without packing. This exhaust system includes all necessary mounting hardware, comes with complete instructions and retails for $474.95.

Click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Exhausts



Car Chemistry Engineers New Performance Exhaust Systems

This 2-into-1, high-performance exhaust system is coated inside and out with Cermakrome, a highly polished, chrome-like, metallic ceramic coating. We're told the special finish on the pipes prevents bluing. The stepped primary tubes on this exhaust system are designed to build a much broader torque curve and more power. Car Chemistry offers exhaust sets for Harley Softail, Road King, Electra Glide, Dyna Glide, Sportster, Victory V92C, Honda VTX, Shadow and Kawasaki Mean Streak, Drifter and Vulcan. Car Chemistry exhaust systems retail for $425.

Call Car Chemistry Inc. 972-775-8124 or log on to www.car-chemistry.com.

Exhausts

Cobra Offers New Exhaust Systems For Kawasaki'sBiggest Vulcan

Cobra is tooled up and in production with several full exhaust systems for the Kawasaki 2003 Vulcan 1600 that all have some very important features in common. For starters, all have full-length heat shields that wrap 220 degrees around the head pipes to provide a seamless, non-bluing appearance. All VN1600 exhaust systems come with standard integral removable baffles for improved performance and just the right throaty sound. Suggested retail prices are $419.95 for the Classic Deluxe Slash-Cuts, $399.95 for the Shotguns, $379.95 for the Lo-Boy Staggered and $339.95 for the Drags.

Available from Parts Unlimited–Drag Specialties and Tucker/Rocky-Bikers Choice; www.cobrausa.com or 714-692-8180.

Exhausts

Cyril Huze Flow Pipes

These pipes were designed by Cyril Huze to give flowing lines to your motorcycle and make it look fast even when standing still. They feature a deep, throaty tone and are made out of 304 mild steel, and mandrel bent from 1.75-inch tubing. The Flow Pipes are not baffled and are available for Evolution, Twin Cam and Sportsters. They attach to the transmission side cover (bracket included).

Contact Cyril Huze Custom Motorcycles at 561-392-5557 or visit www.cyrilhuze.com.

Exhausts

Jet-Hot Coatings Offers Innovative Options For Motorcycle Exhaust Pipes

Jet-Hot Coatings, an industry leader in high-temperature coatings, applies coatings inside and outside of exhaust pipes to seal them up against rust. The company tells us that their coating also acts as an insulator to keep pipes 25-50% cooler.

Jet-Hot Coatings reports that bikers love their matte black and sterling (polished aluminum) finishes as they do not turn blue like chrome, stainless or nickel pipes.

You can look up Jet-Hot Coatings on the Web at www.jet-hot.com or call them at 800-432-3379 for more information.

Exhausts

L.A. Choppers Custom Pipes

L.A. Choppers carries three styles of in-your-face gangster pipes, they tell us. These pipes are not baffled and feature that "boulevard brawler," aggressive styling. They are made of a special alloy that allows smooth bends and are chrome plated. Their stepped construction features a 1 3/4-inch diameter for the first 6 inches from the cylinder heads, opening up to 2 1/4 inches afterward.

L.A. Choppers' custom pipes fit all Softail models and many custom applications. They are distributed by Custom Chrome.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts

Santee 2 1/2-Inch 50 Caliber Exhaust Pipes

Santee's beefy pair of 50 Caliber exhaust pipes will stand out in a crowd. They are similar in appearance to the company's Snub Nose systems, but measure 2 1/2 inches in diameter. Designed to fit Softails (07-177) and Dyna Glide (07-178) models, the system comes with mounting brackets and chrome billet end caps. The system retails for $399.99.

Contact your Custom Chrome dealer at 800-359-5700 or visit www.customchrome.com.

Exhausts

Santee 2 1/2-Inch Snub Nose Exhaust Pipes

Santee's Snub Nose pipes are stacked low and feature full-radius heat shields embossed with Santee's logo. These pipe sets offer a good combination of performance and looks. They come in Softail, FXR and Dyna Glide versions and retail for $299.99.

Contact your Custom Chrome dealer at 800-359-5700 or visit www.customchrome.com.

Exhausts

Santee 2 1/4-Inch 45 Caliber Staggered Duals

These chrome pipes feature a 2 1/4-inch body with full-radius heat shields embossed with Santee's logo. It comes with exhaust mounting brackets for Softail, Dyna Glide, FXR and Evolution Sportsters, retailing at $379.99.

Contact your Custom Chrome dealer at 800-359-5700 or visit www.customchrome.com.

Exhausts

Santee 2 1/4-Inch Over and Under Duals

These durable chrome pipes feature a low-slung design that includes full-radius heat shields embossed with Santee's logo. The head pipes measure 1 3/4 inches with a 2 1/4-inch body. They are available for Softail, Dyna Glide, FLT, FLHT, Road King and FLHS models and retail for $399.99.

Contact your Custom Chrome dealer at 800-359-5700 or visit www.customchrome.com.

Exhausts

Vance & Hines Offers Big Shots Staggered For Honda's VTX 1300 Retro

Vance & Hines has once again expanded their lineup of Big Shots staggered to include Honda's VTX 1300 Retro. The Retro's Big Shots staggered system features the signature characteristics of the company's Big Shots line: huge 2.5 inch-diameter, full-length, chrome heat shields, stylish rolled slash-cut ends and Vance & Hines' exclusive Power Chamber, which will offer you all the performance advantages of a 2-into-1 system, without compromising the intimidating look of a 2-into-2 drag pipe.

The Retro 1300's Big Shots staggered also has removable baffles, complete mounting hardware and retails for $539.

Contact Vance & Hines Racing at 562-921-7461 or log onto www.vanceandhines.com.

Exhausts

Vance & Hines Has Big Shots Staggered For Kawasaki Vulcan 1600

The Vulcan's Big Shots staggered system features the signature characteristics of the Big Shots line: huge 2.5 inch-diameter, full-length, chrome heat shields, stylish rolled slash-cut ends and Vance & Hines' Power Chamber. The Power Chamber offers all the performance advantages of a 2-into-1 system, without compromising the intimidating look of a 2-into-2 drag pipe.

The Vulcan 1600's Big Shots staggered also comes with removable baffles, easy-to-understand instructions and complete mounting hardware.

For more information contact Vance & Hines Racing at 562-921-7461 or log onto www.vanceandhines.com.

Exhausts

Vance & Hines Pipes For Road Warrior

Vance & Hines recently introduced two new advanced performance exhaust systems for the Yamaha Road Warrior. The new Pro Pipe HS provides improved horsepower throughout the entire rpm range as well as improved torque. The Prop Pipe HS features a 2-into-1 design with an integrated 220-degree, wrap-around, full-length header and collector heat shield that protects the chrome from bluing. The HS is the pipe of choice for the Pro Star Drag Racing Series' Hot Rod Cruiser class. Retail price is $449.

The Big Shots also include removable baffles, new rolled-end styling, the Vance & Hines "hot rod sound" as well as all mounting hardware and instructions. Suggested retail is $479.

Contact Vance & Hines Racing at 562-921-7461 or log onto www.vanceandhines.com.

Exhausts

Martin Brothers Exhaust Pipes

Martin Brothers tells us their exhaust pipes are available in several unique and wild designs. All pipes are engineered to fit Evo and Twin Cam Harley-Davidson motorcycles. There are six different 2-into-2 pipe designs available, along with one 2-into-1 style. Each pipe comes in either chrome or cool ceramic-coated finishes.

Go to www.mcadvantages.com to see all the options available or contact MC Advantages Inc by calling 800-726-9620.

Exhausts

Twin Cam Staggered Dual Exhaust System By Paughco

Paughco says owners of 2000 and up Twin Cam machines are going to get off on the traditional hot rod styling offered by their new, staggered duals. Designed specifically to fit late model Twin Cam Harleys, the new pipes feature a 3-inch muffler.

Furthermore, Paughco's staggered duals feature that timeless, low-slung layout and produce an exhaust note to match their aggressive looks, says a company product release. Paughco's staggered duals are fit with steel baffles and come finished in the company's in-house chrome plating. Supplied with all mounting hardware, the Twin Cam staggered duals are available with either tapered or super slash cut tips and retail for $259.95.

Call 775-246-5738 or visit www.paughco.com.

Exhausts

Twin Cam Upsweep Fishtails From Paughco

Paughco has just released several new exhaust systems for Twin Cam machines, including these upsweep fishtail models. Sporting traditional chopper exhaust styling, with 30 degrees of upsweep in the pipes and classic Paughco fishtail tips; this new system will give any late machine that old-school flair. Designed for 2000-to-present Twin Cam applications, the upsweep Twin Cam fishtails extend just past the rear fender and feature a straight-through design. Finished in Paughco's chrome these exhaust systems are sold complete with all mounting hardware and retail for $359.95.

Call 775-246-5738 or catch Paughco on the Web at www.paughco.com.

Exhausts

Rinehart Exhaust System By BUB For '86-'03 XL Models

This exhaust system for bikes is the work of Gerald Rinehart, owner of Rinehart Racing. Rinehart designs and builds exhaust systems for NASCAR race teams.

Each system features a unique header design utilizing multi-bend radius technology. The 3-step header pipes start at 1 3/4 inches at the head, increase to 1 7/8 inches and finish at 2 inches. Header pipes feature permanently mounted, 2 1/2-inch-diameter, full-length heat shields. Stepped header pipes and a special removable performance baffle design combine to produce a unique sound.

Click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Exhausts

Samson's New Extreme Series

Samson Exhaust introduces their new Extreme Series systems. The new series includes 14 unique exhaust styles. What sets the Extreme Series systems apart from their counterpart is their tight-fitting, 220-degree, full-coverage heat shields. All Extreme Series come complete with mounting brackets and hardware.

For sales contact Samson Exhaust by calling 800-373-4217 or visit them online at www.samsonusa.com.

Exhausts

Thunder Cycle's Pipes Will Rock Your World

Eddie Trotta's Thunder Cycle tells us their new exhaust pipes will drastically change the look of your bike from mild to wild. Thunder Cycle's pipes are mandrel-bent, hand assembled and meticulously welded. They are hand fitted to all applications be it right or left side drive, rigid or swingarm frames and all offsets. The pipes are triple chrome plated and internally coated to help prevent bluing. They are sick and in stock for your scoot today, says Eddie Trotta.

The all-new Warlock pipes from Thunder Cycle fit all suspended and hardtail models.

Call Thundercycle at 954-763-2100 or log on to www.thundercycle.com .

Exhausts

S&S Slip On Mufflers Help Release Hidden Power

The S&S Slip On mufflers are engineered to increase the performance of any stock engine. S&S says this change alone will produce almost 8 more horsepower and about 5 more foot-pounds of torque on a stock 88-cubic-inch Twin Cam engine. S&S also highly recommends the S&S performance mufflers for big inch engines because of the excellent low and midrange torque they provide. S&S Slip On performance mufflers are a slash-cut design and they are available for 1995-up Dyna style, 2000-up Softail Shotgun and Shorty styles and 1987-up Sportster style. They are finished in show-quality chrome and are compatible with stock mounting brackets, hardware and heat shields.

Call S&S at 608-627-2080 or visit www.sscycle.com.

Exhausts

Roadhouse Introduces Yamaha Road Warrior Slip-On

This oversize megaphone canister starts out with a 4-inch-diameter then flares out to 6 inches and is topped off with a CNC-machined aluminum billet end cap. This VTX Slayer delivers an awesome sound and burly horsepower gains thanks to its large muffler canister volume. The 2 1/2-inch-diameter louvered core is key in providing its deep, hearty tone and improved performance. The slip-on is priced at $379.95.

Available from your dealer, or for a catalog mail to: Roadhouse Brand Premium Motor Parts & Accessories, 27 West Easy Street No. 401, Simi Valley, CA 93065. You can also call 805-579-1882 or visit housebrand.com.

Frames

Swedish Sport By Paughco

Paughco's latest addition to the world's largest line of custom and replacement frames for Harley-Davidsons comes in the form of this stretched rigid Swedish Sportster frame. The follow-up to their hugely popular Swedish chassis for big twins features a 3-inch stretch in the backbone and a full 6 inches in the legs. The Swedish Sport is designed to fit '86 to present Sportsters, can be ordered with a 30-, 35- or 40-degree rake, and is fit with stock-style neck and no tabs. This particular model accepts 130 rubber, but a "wide" model is on the way.

For complete details on this and the complete line of Paughco frames, springers, exhaust systems and more call 775-246-5738. Visit their Web site at www.paughco.com.

Frames

Single-Sided By RC Components

RC Components now offers a brand new single-sided swingarm frame for builders (left). This swingarm provides a stunning view of the beautiful RC Components 18-x-8.5-inch rear wheel. Constructed from 1 3/4-inch tubing, the swingarm provides superior strength and lower cost while eliminating the bulky look of other swingarms on the market. This bitchin' setup is available in almost any rake and stretch combination and can accommodate a standard drive belt, even when using a 250-series rear tire. An added plus is that all of RC's forged wheel styles are available for use on the single-sided swingarm frames.

Contact RC Components at, 373 Mitch McConnell Way, Bowling Green, KY 42101, or call 'em at 270-842-6000.

Frames

'Doss 230' Super-Wide Frame Kits By Custom Chrome

These fat-tube frames were designed by customizer Rick Doss to utilize the new 230-series Avon tire. There are rigid and swingarm models built from 1 3/8-inch diameter DOM steel tubing that accept any big twin engine, except TC 88s. Other features include built-in fork bearing cups and races, built-in offset transmission plates, and 3/4-inch diameter axles hidden by aluminum covers. Each frame kit includes a frame, a wraparound steel oil tank with rubber mounts, a sprocket shaft extension and nut (1991-up style), and a 1-inch thick inner primary spacer with O-rings and hardware. The frames are available with a 35-degee rake with fat bob gas tank mounts, or a 38-degree rake without any tank mounts.

See your local Custom Chrome distributor.

Frames

Covington's Single-Downtube Frame

To create a clean open look for your bike, let Covington's Cycle City create a single downtube frame for your next project. These frames are available in your choice of rigid or hidden and can be ordered with any rake or stretch you desire. These frames are made from your choice of 1 1/8- or 1 1/4-inch mild-steel tubing and can be ordered with right- or left-side drive. They'll also build you a frame with dual downtubes if you prefer a more traditional look.

Covington's Cycle City, 2424 Oklahoma Ave., Woodward, OK 73801. Call 580-256-2939 for more info or visit their Web site at www.covingtonscyclecity.com.a

Frames

Xtreme Cycle Design

If you are planning on building a custom bike Xtreme Cycle Design offers the highest quality frames and innovative custom fabrication along with handcrafted fenders, gas tanks, oil tanks and front ends all made specifically to enhance the Xtreme style. Xtreme brings you the highest quality components for a perfect fit since they make their parts to function properly and look great together. Available in softail and hardtail models. Xtreme will custom tailor your rolling chassis to your exact specifications.

To get more information dial 714-628-1855 or visit their Web site at www.xtremeframes.com

Frames

Chopper Guys' Swedish-style Sportster FXR

This new frame from Chopper Guys accepts any 883 or 1200 Evolution XL motor and accepts all of the popular FXR bodywork and chassis components. The frame features 1 1/4-inch tube construction with a 5-inch stretch in backbone and a 6-inch stretch in the downtubes along with 35 degrees of rake. Included is Chopper Guys patent-pending front and rear motor mounts (100-cubic-inch Sporty motor not included). The front motor mount features a rubber Iso-mount with Heim joint. The frame kit will accept up to a 180 tire with a 1 1/2-inch stock belt and the backbone is bare and round to accept a custom gas tank mounting.

Call 800-548-2467 or go to www.chopperguys.com.

Frames

Chopper Guys 250 Tire Pro-Comp

This Swedish hidden-shock frame features frame rails that are made of 1 1/4-inch tubing and comes complete with a 1-inch axle, swing-arm bearings, tranny plate with fifth bolt mount, and chrome button head swingarm bolts. This style of frame features 1 1/4-inch lowered neck height, with a 40-degree rake, 5-inch stretch in the backbone and 1 1/4-inch stretch in the downtubes and has 5/8-inch thick profile milled side plates. Chopper Guys recommends using a smaller diameter shock, such as Works Performance shock, for bolt clearance under transmission due to 1 1/4-inch offset. Frame is set up to run a 250 tire with a stock belt, and has a smooth top rail for custom tank mounting.

Call 800-548-2467 or go to www.chopperguys.com.

Frames

Paramount Custom Cycles' Hard-Core

The new HardCore Highneck frame from Paramount Custom Cycles will accommodate a monstrous 250 rear tire, and is designed to achieve the look of the company's famous rigid frame while offering the comfort of a cruiser. Built from 4130 chromoly DOM tubing, it boasts 2 inches of stretch in the backbone and 5 inches of stretch in the downtubes. The HardCore Highneck comes complete with oil bag, rear axle, axle covers, CNC plates and mounts and PCC's patented offset bearing support system which allows you to center and balance the weight of the engine with the 250 rear tire. Paramount Custom Cycles will build your frame with your choice of rake.

Contact Paramount Custom Cycles at 775-324-2445 or visit www.paramountcycles.com.

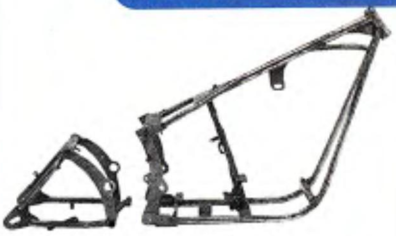
Frames

Cyril Huze Kool Kat Frame

Cyril Huze's new Kool Kat frame sports plenty of attitude as well as built-in looks and comfort. This hidden-shock frame accepts up to a 250mm rear tire and is ready to drop in a full-size 1.5-inch rear belt. Features include a hidden oil tank, flush-mount struts, and a battery box located on the lower portion of swingarm. It also includes CNC-machined frame sideplates, swingarm and transmission plate that's welded to the frame for precise alignment. Specs include a backbone stretch choice of 3 to 6 inches and rake from 36 to 45 degrees. The front tubes can be ordered with 6 inches of stretch up for a chopper look to minus 2 inches for a street-racer look—and everything between.

Contact Cyril Huze at 561-392-5557 or check out his Web site at www.cyrilhuze.com

Frames



Stretch Leg Chopper Frame

The backbone of every biker's dream lies deep below the surface, and the folks at Biker's Choice recognize the needs of their fellow bikers to make those dreams come true. Their new Stretch Leg Chopper Frame features 38 degrees of rake, 5 inches of stretch in the downtubes, 3 1/2-inches of stretch through the backbone, and will handle a 200mm rear tire and belt without breaking a sweat. The frame incorporates large 1 1/8-inch diameter steel tubing and accepts stock Softail oil tanks and seats. A tubular swingarm, 9-inch fender struts, pivot kit and chrome axle and axis tube are all included. And for the real kicker, this frame requires no offset kit.

Call Biker's Choice dealer line at 817-258-9255 or visit them online at www.bikerschoice.com to find out more.

Frames

Chica-Style Gooseneck Frame

New from legendary Santee is this new rigid frame design featuring a 38-degree rake, and a 3-inch backbone stretch. Engine and transmission mounts are offset 3/4 inches to permit the use of 230-250 series tires with a 1 1/2-inch wide rear belt. Frame has fully machined axle plates, accepts standard oil tanks, and is supplied without gas tank mounts.

If ya need to know anything else, drop by your local Custom Chrome dealer or check out their Web site at www.customchrome.com.

Frames

Big Bear Choppers Venom Frame

California-based Big Bear Choppers has built their business and their reputation by delivering customized, power-packed bikes that fit the pocketbook of the average consumer. Led by Australian transplant Kevin Alsop, the company has experienced constant growth since it was founded in 1999. Gaining from their extensive bike-building experience, Big Bear Choppers is now able to offer their own brand of custom frames, starting with the Venom. The Venom is a sturdy frame featuring a 3-inch stretch in the backbone, a single downtube, 40 degrees of rake, a 26-inch fuel tank with pop-up gas cap, oil bag, and front and rear fenders, rear axle with spacers. You can also get the complete bike kit that uses the Venom frame and a 100-inch RevTech motor.

Call 909-878-4340 or visit www.bigbearchoppers.com.

Frames

Big Twin Frames By MID-USA

MID-USA now offers a walloping 44-different variations of frames, including 26 softail-style, 15 rigid and 3 swingarm frames. Mind boggling. There are frame widths for stock-sized rear tires up to massive 250mm series tires. Neck-rakes choice range from 30 degrees up to 42 degrees, plus you can pick front downtubes from stock up to 8 inches of stretch and backbone stretch up to 4 inches. Available tubing sizes are 1 1/8-, 1 1/4- and 1 3/8-inch O.D. and all frames have extra gussets in high-stress areas. These frames are built by either Rolling Thunder Mfg. or Kraft Tech Inc. and all include Manufacturer's Statement of Origin.

For more info contact MID-USA at 800-632-0024 or go to www.mid-usa.com.

Frames

Atlas Pro Magnum Sportster Wide Drive Chassis Kit

Atlas has completed a kit for Sportsters that will accept a 180/55 x 18 rear tire on a 5.5-inch rim. The frames will accept all Evo and cast iron Sporty motors from 1979 and later. The chassis is supplied with an Atlas Wide Drive swingarm, setup for belt or chain drive and the frame requires an Atlas Sportster oil tank, axle adjusters and coil mounts. The tank mounts are designed for the flatside gas tanks. These frames require an 8 1/2-inch wide rear fender and Atlas struts, and they accept standard Softail seats. The Pro Magnum accepts '87 and later OEM or Progressive Suspension Softail Shocks. The neck is set up for 1-inch Timken bearing neck cups and can ordered with 35 to 38 degrees of rake.

Call 760-242-9111 or visit www.atlasprecision.com.

Frames

Atlas TC88B Softail Chassis

This is not a replacement frame, but is in fact a fully custom chassis kit set up for a 200 tire with the stock 2000 Softail belt and 70-tooth pulley combination. A shorter 130- or 132-tooth belt will be needed if you use a 65-tooth rear pulley. Atlas supplies all Softail "B" frames with the front and rear motor/trans mounting bungs, washers, spacers and nuts in plain steel, or as an option the same combo in chrome for an additional charge. This chassis is setup to take 2000 Softail shocks, forward controls and belt guard and also accepts the pre-2000 rear caliper and hanger, custom fender struts, big twin forward controls, and flat-side gas tanks or custom tank application. The frame uses a top-mount, winged oil tank that is custom fit to contour with the side plates of the frame.

Call 760-242-9111 or visit www.atlasprecision.com.

Frames

PYO Super Sport Chassis

Check out the latest chassis from Paul Yaffe Originals. It features their Streetster frame which has tons of accessories available for it such as PYO's Roadster rear fender, Roadster gas tank, Y-Bars, DEI front fender, and the Paul Yaffe wheel, etc. The frame is available for both Evo or Twin Cam drivetrains and tires up to 250mm. Get the scoop at www.paulyaffeoriginals.com or call 602-840-4205.

Paul Yaffe Originals, 2211 E. Indian School Rd., Phoenix, AZ 85016.

Frames

Walz New Single Downtube Chopper Frame

This frame is available for all Evo-type motors and also Twin Cam motors. Walz offers the option for a 131-cubic-inch Merch motor or you can go bigger as well. The frame and swingarm accept a 10-x-18-inch rim with a 250 tire in combination with a full-size belt. The wheels and the motor stay centered which guarantees balanced handling. The frame has a 40-degree rake, 2-inch stretch in the backbone and a 2-inch stretch in the single downtube. For a few bucks more, the frames are available in any rake and stretch and are constructed from strong German-quality steel. The single downtube is 2 inches in diameter and the rest of the tubes are 1 1/4-inch diameter. All the parts are CNC machined.

Visit www.walz-hardcore-cycles.com.

Frames

The Rolling Thunder Rigid 230/240mm For Twin Cam B

If you're looking for a classy chassis for your TC88B project, Rolling Thunder has your frame. Built from 1 3/8-inch tubing, these frames feature internal fork stops and 3/4-inch hidden axle with billet covers are standard equipment for this large tire rigid. The optional oil tank is built to match the seat side rails for a clean look.

To locat a Rolling Thunder dealer near you call 450-699-7045.

Frames

Rowe Custom Frames

Here's a way for you to get your choice of rake and stretch in a high-performance rigid frame. Rowe Machine's frames are constructed of mild steel 1 1/4 x 0.095 tubing. All frames are heliarc welded and CNC-machined for maximum precision. There's even billet frame ends and axle covers for an added custom touch. Rowe Machine also manufactures a complete line of custom rubber-mount frames and components so you can build just about anything you can dream off—with a little help from...

Rowe Machine, 148 Batchelder Rd., Seabrook, NH 03874, or call toll free 800-531-6301; fax: 603-474-9114.a

Frames

Daytec Goliath Series "250" Frames

The big one! The newest creation from Daytec is the Goliath series frames (right) made with massive 1 1/2-inch-diameter tubing on the frame and 1 1/4-inch on swingarm with a hidden rear axle. There's a new modular design removable front motor mount assembly and it's available in left- or right-side drive with hidden-shock or Stealth swingarm. It takes a 250mm tire size and accepts 5- or 6-speed transmissions and any size Evo motor. The kit includes: primered paint-ready frame, STS- or Stealth-style swingarm, polished stainless steel rock guard kit, pivot axle bearing and shaft assembly, 1-inch-diameter rear axle and axle block covers and shock safety kit. Oh yeah, it's big.

Contact Daytec Center, 17469 Lemon St., Hesperia, CA 92345. Phone: 760-244-1591; Web site: www.dayteccenter.com.

Frames

Daytec Generation 2 Soft-Tail Chassis

The Daytec Generation 2 Soft-Tail chassis (above) utilizes up to a 200 rear tire with full-size drive belt. Crafted from 1 1/4-inch-diameter tubing, with a new bold design, this chassis is now available in any rake or stretch and has a Pro-Street neck. Not available for 4-speed transmissions. Frame kit includes: frame, swingarm, polished rock guard kit, chrome-moly rear axle, polished axle block covers, pivot axle and bolt kit, upper motor mount extension bracket and shock safety plate.

Contact Daytec Center, 17469 Lemon St., Hesperia, CA 92345. Phone: 760-244-1591; fax: 760-244-6373 or visit their Web site at www.dayteccenter.com.

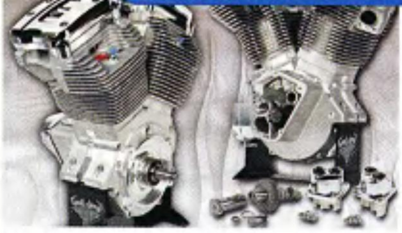
Frames

FXR Chassis From Robert Symms Custom Components

Robert Symms Custom Components is now marketing FXR-style drag/street frame kit. The frame us made from 1018 DOM seamless tubing and accepts FXR rubber-mount components. All of these kits include billet swingarm mounting system with steel axle, stabilizers and polished end caps. These kits are available in a 180-200 or 230-240 rear tire size with a choice of 33 to 42 degrees of rake, and you can order a standard length or order plus-2 or plus-5 inches of stretch. Evo or Twin Cam versions are available and you can order mid or forward controls.

Contact Robert Symms Custom Components at 818-788-1216 or on the Web at www.robertsymmscustoms.com, or e-mail at robertsymmscustoms@msn.com.

Performance



Nuthin' Conservative About El Bruto Except Its Price

Midwest Motorcycle Supply is now offering the new Ultima El Bruto-series engines. Manufactured in the U.S., each engine is designed to provide customers with an affordable, high performance solution. All of the castings in these engines are poured in U.S. foundries and are based on all-new CAD designs cast from C355 aluminum, a common U.S. military alloy known for its stability over multiple heat cycles. The engine components are machined on state of the art CNC equipment for guaranteed dimensional accuracy and repeatability. These engines now can boast the most powerful engines on the market.

Call Midwest Motorcycle Supply at 636-296-2200 for more information or log on to www.midwest-mc.com.

Performance

Branch Heads For Fuel Injected Twin Cam 88 Motors

Branch Flowmetrics' Max-Flow modified cylinder heads are designed for 2001 and later fuel-injected Harley Softail and 2002 fuel-injected FL-series motorcycles are now available. Jerry Branch, a respected name in high-performance cylinder heads for Harley-Davidson motorcycles, has developed the Max-Flow modified cylinder heads specifically for the fuel-injected Twin Cam 88 motor.

The Max-Flow modified cylinder heads utilize fully polished stainless steel valves. The fully ported and polished Branch heads are said to flow 35% more air than the stock heads. The Branch Flowmetrics Max-Flow modified cylinder heads are $840 exchange.

Contact 714-827-1463 for more information.

Performance

17-Tooth Crank Sprocket For Twin Cams

Crane Cams offers owners of 1999-present Harley-Davidson Twin-Cam 88 motorcycles the ability to easily advance or retard camshaft timing through the use of a new 17-tooth crank sprocket. Installed one way it advances cam timing 4 degrees to increase low-end torque and acceleration. Flip the sprocket over and cam timing is retarded 4 degrees to improve upper rpm horsepower.

The Advance/Retard Cam Sprocket is precision CNC-machined from heat-treated alloy steel to insure an accurate fit and long lasting durability. It carries Part No. 7-3000 and is an easy bolt-on installation.

Contact 386-258-6174. Catalogs and more information are also available online at: www.cranecams.com.

Performance

Delkron Twin Cam Head Assemblies

Delkron now offers high-performance cylinder heads for all Harley-Davidson Twin Cam applications. These heads are cast from A357 T652 billet aluminum, using permanent mold fixtures. Delkron says their performance heads for Twin Cam engines feature superior flow characteristics typically found only on custom ported units.

Delkron delivers their cylinder heads ready to install with 2-inch intake valves, 1.625-inch exhaust valves, and high-rpm valve springs for use with camshafts with lift of up to 0.640 inches. The Delkron Twin Cam heads come fully assembled with intake manifold and gaskets.

Call Delkron at 916-921-9703 for more information or log on to www.delkron-mfg.com.a

Performance

Delkron Billet Twin Cam 88 And 95 Engine Cases

Delkron has a billet engine case for Twin Cam 88- and 95-inch applications. Each case is machined from 6061-T6 billet aluminum for superior strength and hardness and features a pressed and screwed-in steel drive side race that is said to improve drivetrain stability. The Delkron cases also features a uniquely designed cam support and gear cover as well as an optimized oiling system designed to improve lubrication to vital parts of the engine. Each set of cases includes a cam support plate, custom cam cover, point cover, chrome socket head screws and all necessary gaskets to complete the buildup.

Delkron billet engine cases retail for $3,220. Call Delkron at 916-921-9703 or log on to www.delkron-mfg.com.

Performance

Doherty Machine's Power Pacc For S&S Applications

Doherty Machine says their Power Pacc Teardrop has been tested and proved to provide noticeable increases in overall performance. Doherty's Power Pacc air cleaner kit is a simple bolt-on conversion assembly that incorporates a unique, CNC-machined backing plate that features an integral, enhanced air entry. Doherty adds that their induction path provides unobstructed airflow into the carburetor and subsequent out-of-the-box performance gains. Each kit comes complete with a specially designed washable K&N filter and premium mounting hardware.

Doherty Machine's Power Pacc Teardrop kit works with S&S and S&S clone teardrop covers and retails for $219.95. Call 800-956-9409. On the Web at www.dohertymachine.com.

Performance

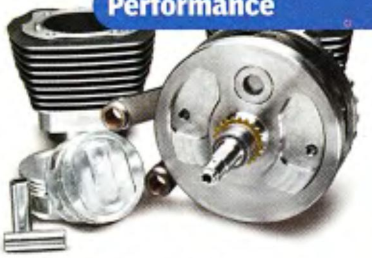
Edelbrock's Double Trouble Nitrous Conversion Kit

Edelbrock's aftermarket Double Trouble 12-ounce bottle nitrous conversion kit offers more power for Harley-Davidson bikes via a specially designed bolt-on system, according to Edelbrock. Easily installed, the Double Trouble kit converts an Edelbrock 12-ounce nitrous system to a two-bottle setup, providing 24 ounces of nitrous for extra power and acceleration on demand.

The Double Trouble kit (Part No. 71920) is a complete setup, including a 12-ounce bottle with valve, two bottle-clamp assemblies, and all necessary hoses and fittings.

Call Edelbrock at 310-781-2222 or visit them on the Web at www.edelbrock.com.

Performance



JIMS Softail "Beta" Stroker Kits

JIMS now offers performance stroker kits for use on late model balanced Softail engines. These new "Beta" stroker kits feature a pressed-on OEM-style balancer chain sprocket that works flawlessly with the stock balancer system, according to JIMS. Like JIMS Twin Cam "Alpha" stroker kits, these stroker kits use the same 3-piece crank assembly with forged flywheel halves and OEM-style crank pins. These kits also use JIMS proven forged H-Beam connection rods, and forged aluminum pistons. JIMS offers these kits in a 113-inch or 116-inch configuration with either black wrinkle or plain aluminum big bore cylinders. JIMS offers an easy-to-use case-boring fixture that makes assembly a snap.

Call JIMS at 805-482-6913, or visit www.jimsusa.com.

Performance

MID-USA's Power House 114 Motor

Recipient of the Motor of the Year award at the V-Twin Expo 2001, the Power House 114 engine relies on an innovative design that allows it to safely run at 7,300 rpm and deliver smooth, reliable power. The massive 4 1/4-inch bore combined with the 4-inch stroke requires the utmost in power transfer components. The pistons feature a 3-point cylinder contact design to evenly distribute thrust loads, and the side-by-side connecting rods feature offset wrist pin supports to allow the cylinders to stay in-line and still keep the traditional 45-degree V-twin look. Each engine is shipped in a specially constructed polyethylene shipping container (deposit required), along with its manufacturer's statement of origin.

Call 800-632-0024 or log on to www.mid-usa.com

Performance

Sputhe Engineering's Fatvo Cases

Sputhe Engineering celebrated their 22nd year of manufacturing high-performance crankcases with the introduction of their new, second-generation Fatvo engine kit. The second-generation Sputhe Fatvo case incorporates all the features of their big bore Evo cases plus the technological improvements the company developed over the past year experimenting with earlier Fatvo engines. The other key component of the Fatvo kit is the pistons. Forged by JE Piston, they have the same 3 7/8-inch bore, same compression height, valve reliefs and use the same ring pack as the 95-inch Screamin' Eagle piston. The difference is that the Fatvo piston assembly weighs the same as an Evo piston assembly can be installed on a stock Evo flywheel and rod assembly.

Call Sputhe at 510-268-0887 or log to www.sputhe.com.

Performance

DaVinci's Fire Power Blueprinted Carburetors

Years of world class competition in NASCAR and the NHRA have given the engineers at DaVinci the expertise to take the legendary S&S carburetor and blueprint, calibrate and modify it into the asphalt burning Fire Power carburetor, boasts DaVinci. The Fire Power carburetors feature a billet CNC power booster, a 48mm precision-machined venturi, a milled shaft, high-speed emulsion screw and replaceable air bleed, an easy-access jet plug, quick-access bowl screws, idle mixture extension, a large needle and seat and a tumble polish finish.

For complete details and comprehensive dyno charts visit the DaVinci Web site www.davinci@davincicarb.com or contact DaVinci Performance Products at 936-264-1759.

Performance

Accel 300+ Ignition Race Wire Sets

Accel's new 300+ ignition race wire sets provide the peak ignition output that's needed for race-winning or maximum street performance. The extra-thick, 8.8mm silicone jacket and silicone insulation are designed to eliminate electrical "leakage" or RFI interference that interrupts control modules.

Accel says that their 300+ wires deliver peak performance even at high temperatures over 550-degrees F, and the ultra-strong aramid core and fiberglass braiding provide resistance to vibration and "wire stretch" to create a wire set that is durable and reliable. Also the low 150 Ohms/ft. resistance Ferro-Spiral core material delivers maximum spark energy to the spark plugs without diminishing or suppressing the spark energy.

See the new Accel Motorcycle catalog.

Performance

RevTech's Digital Fuel Optimizer

Custom Chrome now has a new and easy way to squeeze more usable performance from any factory fuel-injected V-twin motorcycle. From now on you can forget all the complexity and "black magic" associated with performance fuel injection thanks to the DFO (digital fuel optimizer). This device eliminates the need for expensive factory remapping, and quirky downloads. A simple screwdriver adjustment for low-speed, midrange and high-speed mixtures and you'll have the best and broadest FI powerband you've ever experienced, says Custom Chrome. The RevTech DFO retails for $169.99 and fits all fuel injected models from 1995 through 2002.

See your Custom Chrome dealer or log on to www.customchrome.com for more information.

Performance

RevTech 88- And 100-Inch V-Twins

Custom Chrome offers completely assembled V-twins that use components made from new tooling in a modern, state-of-the-art ISO 9000 manufacturing plant. RevTech engines are designed to bring you both high-performance and reliability. RevTech's engineers designed their engines on sophisticated CAD equipment to incorporate the latest engine technology. Each engine comes completely assembled and is pre-run at the factory. Backed by a two-year or 20,000 mile limited warranty, each engine is shipped in a wood crate, ready to bolt into your bike.

See your Custom Chrome dealer or log on to www.customchrome.com for more information.

Performance

S&S 116-Inch Super Sidewinder Kits For Twin Cam 88 Models

S&S offers performance upgrade kits for Twin Cam 88 owners. Each kit consists of S&S 4-inch-bore cylinders and pistons, S&S Super Stock cylinder heads, S&S gear drive cam kit, Super G carburetor kit, chrome-moly steel pushrods and required gaskets. Also included in the kit is a 4 5/8-inch stroked flywheel assembly.

S&S warns that the receiving engine's crankcases will have to be bored to accept the big bore cylinders. S&S' 116-inch Super Sidewinder kits for Twin Cam 88 are available with black powdercoat or natural aluminum finishes, and fit all Twin Cam 88 models from 1999 through 2002 and retail starting at $3,526.

Log on to www.customchrome.com or call 800-359-5700 or visit the S&S Web site at www.sscycle.com.

Performance

4 1/8-Inch Bore Super Sidewinder Plus Engines By S&S Cycle

S&S Super Sidewinder Plus long blocks come with a 4 1/8-inch bore. Both cylinders and cylinder heads have larger fins for improved cooling. By coupling the new cylinders with 4 3/8-, and 4 5/8-inch strokes, displacements of 117 inches and 124 inches can be obtained. Special crankcases are used to house the Super Sidewinder Plus 4 1/8-inch-bore cylinders and pressed flywheel assembly. A specially designed oil pump provides higher oil pressure, and increases crankcase oil scavenging. The Super Sidewinder Plus cylinders are machined from stress relieved aluminum castings with cast-in iron liners.

Log on to www.customchrome.com or call 800-359-5700 or visit the S&S Web site at www.sscycle.com.

Performance

S&S Bolt-On VFI Induction System

One of the problems that fuel injected engines have posed to performance enthusiasts is the limitation of the stock induction system's length and its ability to supply air to a performance engine. S&S says it can eliminate this problem with their new S&S VFI induction systems. S&S has two systems available. The kit first is called Tuned Induction system and features independent runners sized and tuned for maximum performance. The second kit takes a classic S&S design into a new era with the Teardrop Induction system, using the timeless S&S teardrop high-flow air cleaner. The compact design of the S&S systemS allows a comfortable riding position and does not interfere with stock engine guards or highway pegs.

Call S&S at 608-627-1497 or log on to www.sscycle.com.

Performance

TP Engineering Pro-Series 124 Engine

TP Engineering's 124-inch motor is arguably the company's most potent weapon to date.

The Pro-Series 124 engine features new vented rocker boxes, specially designed Crane camshafts. The engine also uses cylinders that are beefed up and feature a larger fin surface area to provide better cooling. The tried-and-true method of encapsulating cylinder sleeves in the casting process, to ensure stability inside the cylinder, is also important to the function and strength of the Pro-Series 124 engine's cylinders.

For more information, log on to www.tpeng.com or call 203-744-4960.

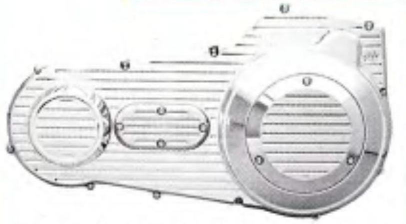
Performance

Zippers Performance's New Billet Heads For Twin Cam Engines

Zippers Performance Products is now making CNC-machined billet heads for Twin Cam engine applications. Zippers' Twin Cam heads have a 94cc chamber and are designed for use on engines with 4-inch to 4 1/8-inch bore. They feature stainless steel 2-inch intake and 1.625-inch exhaust valves that are matched to Zippers' own ductile cast iron Step Lock guides. The heads haveTeflon valve seals, compression releases and a Pro-Quality valve spring kit with titanium collars. Zippers' Twin Cam billet heads are set up to handle 0.700-inch lift cams and come fully assembled. They are available now for single or dual carb applications, in satin or polished finish.

Contact 410-579-2828 or www.zippersperformance.com

Primary Drives



Pro-One Chrome Billet Primary Covers Available From Drag Specialties

This chrome billet primary cover from Pro-One has a precision-machined ball-end-milled design. It fits '89-'03 Softails and '91-'03 Dyna Glide models. Matching derby cover and inspection covers are available separately.

Pro-One's chrome billet primary cover retails for $899.95.

For more info, call your Drag Specialties sales rep at 800-222-3400, or go to www.dragspecialties.com.

Primary Drives

Tribal Motorworks Primary Covers Capture That Hot Rod Look

Tribal Motorworks' expanded product line of CNC-machined billet aluminum accessories for V-twin motorcycles include these old-school-inspired designs of primary covers.

The Tribal Motorworks designers are inspired by early hot rods and try to give their parts that same look.

Contact Tribal Motorworks at 231-941-9461 or visit them on the Web at www.tribalmotorworks.com.

Primary Drives

Sputhe Engineering's Narrow Primary Drive System Added To Its Lineup

Sputhe Engineering recently added primary drives to its line of mechanical components for Harleys. As with other Sputhe products the primary drive is a totally engineered assembly of matched components. The clutch housing is machined from 7075-T6 aluminum billet, hard anodized and incorporates a multi-plate AP racing clutch. Sputhe claims their clutch is the strongest in the industry but because of the diaphragm spring has a light pull and very smooth engagement.

For further information see Sputhe Engineering on the Web at www.sputhe.com, or call them at 530-268-0887.

Primary Drives

Sputhe's Right Side Drive Transmission For Wide-Tire Custom Bikes

Sputhe's latest right-drive transmission comes in three configurations. The Softail-style version comes complete with a Sputhe 2.5-inch-wide belt drive, clutch assembly and belt final drive. Sputhe says several manufacturers are currently building frames for this unit in both rigid and swingarm configurations.

A close-coupled version is available for rubbermount high-performance bikes. Sputhe is also producing an extreme duty version for drag racing in conventional, semi-automatic and fully automatic forms. Every version will accept tires up to 250mm (10 inches) with the engine centered in the frame.

For further information see Sputhe Engineering at www.sputhe.com.

Primary Drives

RevTech's Complete Primary Drive Kit

This kit features every part that's needed from the outer cover to the inner cover and all components in between. Each kit includes a chromed or black inner primary, chromed outer primary cover RevTech Kevlar clutch, chain drive kit, inspection cover, derby cover, all mounting hardware, seals and gaskets. Custom bike builders who prefer the Kevlar clutch can also use (58650) or (58698) on 1998 and newer models, or (58653) for wide drive applications where lower primary drive ratios are desired.

Call 800-359-5700 to speak to your local Custom Chrome dealer sales rep or visit www.customchrome.com.

Primary Drives

TP Engineering Pro-Series Precision Machined Transmissions

TP Engineering's Pro-Series transmissions are precision machined on CNC mills to insure consistency for each and every case produced. TP Engineering uses aircraft grade A356-T6 aluminum. TP Engineering has also engineered their transmission cases with extra material in the high-stress areas to ensure a high-quality transmission case. TP Pro-Series transmissions come with a TP-made chrome billet transmission end cover featuring a center fill as well as a level sight.

Call TP Engineering at 203-744-4960 or visit www.tpeng.com.

Primary Drives

Primo's Outboard Bearing Support Isn't Just A Pretty Face

Primo's new "outboard bearing support" primary belt drive was engineered and designed to deliver extreme performance as well as good looks. Primo tells us that their "outboard bearing support" is not just another pretty face, as it provides added rigidity, and structural support between the motor shaft and the transmission drive shaft for all Brute IV and Brute V open belt drive systems.

The "outboard bearing support" primary belt drive provides full coverage of the belt so as to keep unwanted road debris out of the way. The system also features roller bearings and extra-strength and support for main and drive shaft.

Call Primo 800-872-1515 for more info.

Primary Drives

PM Contour Clutch Housing Provides Smooth Action And Sleek Looks

Performance Machine created, tested and engineered two different styles of clutch housings that are designed to work with their master cylinders. Performance Machine claims their clutch housing offers smooth and effortless clutch action. The housing is available in polished or chrome finish.

For more information, call Performance Machine at 714-523-3000 or log on www.performancemachine.com

Primary Drives

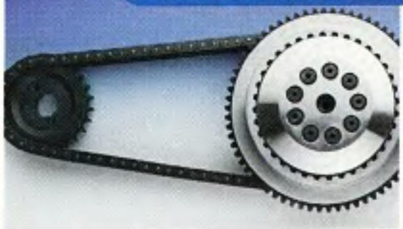
Mean Street Offers An Affordable Alternative To Conventional Open Belt Drives

The El Paso custom parts company offers a large selection of hydraulic front ends, including massive inverted models. In fact Mean Street Products supplies inverted front ends for both Big Dog and Bourget custom cycles.

Now the company offers their stylish Street Drive belt drive. The 3-inch belt drive system features a 1-piece aluminum motor plate that is CNC-machined from solid billet. The Mean Street Drive will accept the 3-inch BDL clutch, belt and pulley kit. Price for the Street Drive is $998 polished with a chromed version available upon request.

Call 915-592-6887, or go to www.meanstreetproducts.com.

Primary Drives



Chain Primary And Competitor Clutch Kit By Belt Drives Limited Available

This replacement chain primary kit from BDL uses the company's Competitor clutch system. The Competitor clutch features nine springs and shoulder bolts for simple spring adjustment, polished pressure plate and Kevlar clutch plates. Three different part numbers are enough to cover big twin models from 1970 to 2003.

Call 800-359-5700 to speak to your Custom Chrome dealer sales rep or log on to www.customchrome.com for more info.

Primary Drives

Two New Belt Drives From Hitech

The Demon Drive and the Farrell Flames are new additions to Hitech Products' Dominator 3-, 4-, and 5-inch belt drives. Each one of these wicked-looking primary drive systems features a pair of outer support bearings. One bearing being on the clutch basket while the other one is located at the end of the engine pulley. All Hitech Products' belt drives are offered with a show-quality polished finish and include complete hardware and a clutch set. The Demon Drive and the Farrell Flames are designed to fit 1990 and later Softail, Dyna, FXR and FLT models including Twin Cams. Also available are offset kits ranging from 1/4 to 2 inches for wide-drive frame applications.

Contact Hitech Products at 818-834-1060 for more info or look them up at www.hitechledproducts.com.

Primary Drives

Kenny Boyce Monster 4-Inch Belt Drive Dwarfs Others

Kenny Boyce's Monster 4-inch-wide belt makes other open belt systems look small by comparison. An ingenious support plate is mounted to the inner motor plate, creating a strong cage for the belt drive to operate in. The outer plate also supports a special outer clutch hub bearing that holds the clutch hub very steady. The caged design was designed to keep stress off of the transmission bearing, and ensures that everything stays in alignment.

Machined from T-6061 aluminum, then polished, the primary kit features reliefs in the outer support plate that have contrasting, satin glass-bead finish.

Call 800-359-5700 to speak to your Custom Chrome dealer sales rep or go to www.customchrome.com.

Primary Drives

BDL Street/Strip New Lock-Up Performance Clutch

Looking for the adrenaline rush that only comes when you drop the hammer and your bike's clutch provides immediate and positive lock-up? Racers and serious street riders need look no further than BDL's new Lock-Up clutch assembly, says the company. During operation, centrifugal force allows the Lock-Up system's actuator arms to move outward, applying additional pressure against the plate and clutch springs. Designed specifically for all BDL open and closed belt drives and clutch assemblies utilizing the dome-style pressure plate, the new Lock-Up clutch was designed to assure instantaneous power transfer under the most demanding condition, concludes BDL.

Contact 714-685-3333 or www.beltdrives.com.

Primary Drives

Belt Drives Limited Introduces Their Top Fuel Street Drive For V-Twins

Belt Drives Limited, an industry leader in high-performance belt drive systems for V-twins, has recently released their massive 3 3/8-inch belt, Top Fuel Street Drive conversion. This monster is a complete bolt-on package that is designed to be a direct replacement for the chain assembly on all Softail, Dyna and Twin Cam models after 1990.

Featuring the same 14mm x 85mm belt used by Top Fuel racers, the unit provides unequaled strength, durability and reliability, says BDL. The company's 6 3/8-inch Kevlar clutch features a system-specific pressure plate and nine springs for maximum adjustability.

Contact 714-685-3333 or www.beltdrives.com.

Primary Drives

Ness-Tech Chrome Billet Inner/Outer Primary Systems

Machined from a 150-pound chunk of billet aluminum, the Ness-Tech chrome primary features a curved design that changes the look of the primary area. The kit includes inner and outer covers, two primary cover gaskets and chrome hardware.

The primary systems come in three styles: Smooth, Grooved and Stepped, and retail for $1,999.95. Replacement gaskets are available separately, as OEM replacement gaskets will not seal properly.

For more information, click on www.dragspecialties.com or call your friendly Drag Specialties sales representative at 800-222-3400.

Primary Drives

Bandit Machine Works' Clutches And Belt Drives For Harleys

Bandit Machine Works produces clutches and belt drives for Harleys. Bandit now offers their Sportsman clutch, a system designed as a bolt-in upgrade for the stock clutch basket on '90 and later big twins, as well as full race-quality clutches available for new construction bikes, including open belt drives for Sportsters and big twins.

Also available are centrifugal lockup units as used by Drag Racing's professional champions and world record holders, and billet trap doors for the 5-speed Sportsters to add support to a weak area of the Sportster transmission.

Call Bandit Machine Works 717-464-2800, or visit www.banditmachineworks.com.

Primary Drives

Baker's 5-Speed And 6-Speed Right-Side Drive Transmissions

Baker offers a 6-speed version of their right-side drive. Just as the RSD5 does, Baker's RSD6 6-speed trans switches the transmission output (secondary drive) to the right side, which puts the engine and transmission back in the middle of the chassis to create a well-balanced motorcycle. To run a RSD transmission, you must use a special frame that is set up to accommodate RSD. Manufacturers currently offering RSD-compatible frames include Atlas Precision, Daytec, Gambler, Killer Choppers, Kosman Specialties, Pro-Street Frameworks, Rolling Thunder, West Coast Choppers, and Motorcycle Works.

Call Baker at 517-339-3835 or log on to www.bakerdrivetrain.com for more info.

Primary Drives

Primary Covers For '94-'03 Softails And Dyna Glide Models By JayBrake

These primary cover by Jay Brake Enterprises sport a sleek, seamless look and feature a die-cast construction with a chrome finish and have a sight glass in the cover that allows you to check primary oil levels at a glance.

The JayBrake primary cover is available through Drag Specialties and retails for $749.95.

Go to www.dragspecialties.com or call your Drag Specialties rep at 800-222-3400.

Seats & Luggage

Ace Leather's Torched Leather Line

Made from 10- to 12-ounce gauge top-grain leather from Wisconsin, these water-repellant bags are designed to keep their shape and are available as a throw-over or as a clean, bolt-on, hard-backed unit, using the optional Easy Brackets (go to www.easybrackets.com for details).

The bags are sized from small to XL and use ceramic on metal decorative conchos. You can choose from the traditional Iron Cross, Skull, 8-ball, or the new Raider-style, silver-on-black Jolly Roger.

Ace Leather also offers a variety of brand-new complementary tool pouches and tank panels.

Contact Ace Leather at 650-856-3317 and see their Web site at www.aceleather.com.

Seats & Luggage

Agoura V-Rod Seats

Kevin Piecul of Agoura Customs designed a sleek, slimmed-down seat for the V-Rod, in an effort to give the sport cruiser a more cutting-edge, custom appearance. Kevin tells us his seats will position riders about 3 inches lower than stock, and 3 inches further back, giving them more room to stretch their legs.

Specifically designed for the V-Rod, Agoura Customs' seats are built around a one-piece fiberglass pan that's closely fitted to the frame. The seats are available in your choice of top-quality leathers and vinyls as well as specialty skins such as ostrich, stingray and snakeskin. Custom stitching and inlays are also available, with optional gel pack installation.

Visit www.agouracustomauto.com for more information or call 818-991-7874.

Seats & Luggage

Rich's Seat Company

Bitch'n Rich's Seat Company specializes in custom one-off seats. Bitch'n Rich's Seat Company says their ultra light air gel system, allows you to achieve the best comfort for long rides. Each seat is custom designed to complement any particular style of bike, paint, and graphics. The company offers styles that range anywhere from a sleek cut of high-quality leather, to the most elaborate exotic hides. Servicing most of Southern California, Bitch'n Rich's Seat Company offers mobile service that keeps you from having to part with your bike. For customers out of the region, they offer the Bitch'n fit seat pan kit. When completed, you then forward the seat pan so the shop can shape and cover the seat to your specifications.

Call 49-412-3837 or e-mail richscustoms@aol.com.

Seats & Luggage

Auburn Leather Company

The Auburn Leather Company, introduced several new saddlebag styles in their 2003 catalog.

Made from 9- and 10-ounce, full-grain, drum-dyed cowhide (from American cows!), Auburn Leather saddlebags and accessories feature inner reinforcements, chrome hardware, and superior workmanship.

Many styles are available for all cruiser motorcycles. They are designed for maximum packing room, durability, and plenty of eye appeal. The saddlebags come in throw-over or bolt-on styles and are priced for retail between $300 and $500.

Visit www.auburnleather.com or call 800-635-0617 for your free, full-color catalog.

Seats & Luggage

Hopnel Fork Bags From Big Bike Parts

This large fork bag comes with a reinforced inner liner that is designed to hold its shape while fully loaded. The fork bag is designed to fit any front end and features a nicely braided leather trim for decoration and a chrome concho. Suggested list price is $49.95.

To find a dealer near you visit the Big Bike Parts Web site www.bigbikeparts.com or call them toll-free at 888-BIG-BIKE.

Seats & Luggage

Carroll Leather

Carroll Leather's new line of saddlebags are designed to easily snap on and off and have a quick-release mechanism. Designed with convenience in mind, this roomy saddlebag features a plastic-reinforced back and is made of 9-ounce leather. It is 15 inches wide, 12 inches high and 7 inches deep.

Manufactured in the USA, Carroll Leather saddlebags have a convenient, box top for easy access, are fully lined with leather and are available plain or with studs and decorative piping.

Call Carroll Leather at 800-884-2521 for info or visit the company's Web site at www.carrollleather.com.

Seats & Luggage

Corbin Heated Dual Touring Seats

Corbin's dual touring saddle provides rider and passenger with sculpted seating and long-range comfort with the luxurious addition of electric seating heaters. The generously contoured platforms provide better weight distribution to eliminate pressure points and give support. Designed to work on all Dyna Glide models (except Wide Glide) with dual Corbin backrests or with your Harley sissybar, Corbin offers a coordinated sissybar pad to complete the look. A single switch controls the heat for both the rider and passenger positions. The switch is located along the left side of the saddle so you can reach it without taking your hand off the throttle.

Call Corbin at 800-538-7035 or 800-223-4332 or log on to their site at www.corbin.com.

Seats & Luggage

Solo-Style Predator

Drag Specialties offers the Predator, a seat with low, lean looks that was designed to accentuate the lines of a bike.

The Predator uses a high-quality cover that looks and feels like leather and provides a long-lasting finish and is stitched with durable nylon thread. Its custom, injection-molded polyurethane foam interior provides the comfort while a thermoformed ABS-plastic seat base provides the fit and lightweight and is carpeted to protect painted surfaces.

The driver's area measures approximately 13 x 10 inches, with an overall length of approximately 30 inches. The Predator seat uses an OEM rear seat-mounting bracket.

Click on www.dragspecialties.com or see your Drag Specialties dealer.

Seats & Luggage

Saddle Stow Santa Fe Bag

The Saddle Stow Santa Fe bag offers the best value in a highly featured sissybar bag. The universal sissybar mounting system is adjustable to fit almost any sissy bar. The Santa Fe Bag's rigid construction helps retain its shape even when empty. It features a large clamshell top opening, a front mesh pocket and two deep, wide zippered side pockets. A sleep roll bag is included. Padded backpack straps and a top-mounted roll bag are also included. The Saddle Stow Santa Fe Bag's dimensions are 15 x 15 x 8 inches.

Click on www.dragspecialties.com or see your Drag Specialties dealer.

Seats & Luggage

GalaxyEurosport

In response to numerous requests for a small day-trip tank bag for sportbikes, GalaxyEurosport has added two new models (No. 2000 and No. 3106) to their expanding collection of high-end Road-Line motorcycle soft luggage.

Manufactured in Brescia, Italy, by Vanessa Borse, these quality bags are small enough to fit the 2.2-gallon fuel tank of the Harley-Davidson Sportster.

The entire Road-Line touring collection of tank bags, saddle bags, tail packs, shoulder bags, back packs, sissybar and helmet bags is now available in the USA exclusively from GalaxyEurosport.

Call Galaxy/Eurosport at 310-263-1187 or visit them at www.galaxyeurosport.com.

Seats & Luggage

Iron Bags' New Freedom Bag

The Iron Bags' new Freedom Bag is designed to work with '58-'84 Harley FLH models, Harley FX, as well as all Softails (including the Deuce). The Freedom Bag is also a good fit with the Honda Valkyrie, Polaris Victory and Yamaha Road Star.

These bags are constructed using top-grain saddle leather that's tanned in the U.S., steel reinforcing and a contoured fiberglass backing that accommodates your bike. All mounting hardware, conditioning grease, touch-up dye and polish are included.

Visit Iron Bags at www.ironbags.com or call 715-835-4557.

Seats & Luggage

Kwik Tek's Saddlebag Liners/Coolers

Leather saddlebags might look great on your bike, but may leak when you ride in the rain. It's also nice to have a cold drink handy when you pull over. Kwik Tek decided to come to the rescue with their saddlebag liners/coolers. These removable liners are constructed of heavy-duty polyester—just like expensive travel luggage. Drinks and ice will stay cold for up to 48 hours with the bags' thick insulation. The vinyl liner is tear resistant and guaranteed leak-proof by the manufacturer. Wraparound nylon straps make it easy to remove from the saddlebag and carry away. The SBL-2 is the slant style, and measures 12 x 10 x 6 inches. The SBL-2 bag retails for $39.99. The SBL-3 is the standard style and measures 12 x 10 x 5 inches. The SBL-3 retails for $29.99.

For more information contact 800-624-1297.

Seats & Luggage

The Silhouette by LePera

LePera says that their popular Silhouette motorcycle seat is a favorite among bike enthusiasts worldwide thanks to its low, sleek and trend-setting style. Its flowing edges and contoured shape were designed to melt into the lines of the frame. The maximum comfort on Silhouette seats is achieved by using a 1-piece molded foam foundation.

Also available are the Silhouette solos, two-up Silhouette solo and the more comfortable deluxe Silhouette models.

Call LePera at 818-767-5110 for more information or see their animated Web site on the net at www.lepera.com

Seats & Luggage

LePera's Sorrento Seat

A true exercise in form and function, the Sorrento seat is a cross between the brand's popular Maverick and Silhouette models. The Sorrento seat is also available with a tapered back as a sport version for the Softail. The Sorrento is also available with other stitch pattern options.

Call LePera at 818-767-5110 for more infrmation or visit www.lepera.com

Seats & Luggage

MC Enterprises

Having trouble finding good saddlebag guards for your V- Rod? Look no further because MC Enterprises has a solution for you. The simple design, attention to detail and triple chrome plating of these saddlebag guards will complement the unique design of the V-Rod.

The H-D V-Rod saddlebag guards (140-65) have a suggested retail price of $102.47.

To find out more about this and other motorcycle accessories, log on to their Web site at www.mcenterprisesusa.com.

Seats & Luggage

National Cycle

Styled right for your Harley-Davidson XL, FX, or FL, the Cruiseliner hard saddlebags from National Cycle are testimony to the company's attention to the overall look of your motorcycle.

Cruiseliner saddlebags are made from a durable polymer material and are primed and painted with high-quality gloss black paint. They are ready to bolt on to the bike. The lid features a key lock and is hinged in the front, and swings forward for easy access to items. Cruiseliner bags are secured to the motorcycle with quarter-turn fasteners located inside the bag. You do not need any tools to take the saddlebags off the frame.

Contact 708-343-0400 or 877-WSCREEN. Check them out on the World Wide Web at www.nationalcycle.com.

Seats & Luggage

SB-900 Touring Saddlebags

These top-quality saddlebags from Nelson Rigg are made from durable, long-lasting, UV-treated, Tri-Max polyester. Their rigid sides and lower panel maintain a sharp look while the Velcro and quick-release buckles make for fast and easy installation and removal. The interior is fully lined to protect your valuables with the addition of elasticized mesh pockets to stow your items that need to stay put when cruising through the canyons.

There is a soft, protective back pad to prevent the bags from sliding around and possibly scratching your paint. Nelson-Rigg even includes a waterproof liner and a Lifetime "no-hassle warranty".

The SB-900 touring saddlebags retail for $149.95. Go to www.nelsonrigg.com or call Nelson Rigg at 714-850-1811.

Seats & Luggage

Pro-One's Seats

Pro-One recently introduced a select line of high-quality, stylish and comfortable seats. Designed with the custom rider in mind, each seat features a contour-shaped, hand-laid fiberglass platform for strength and durability.

The cushion is fashioned with a specially formulated, injected, conform-to-shape, rebounding foam. The shaped platform and unique foam provide riders with a secure, deep, comfortable ride while handpicked, genuine Connolly hides are used to produce flawless, rugged covers.

Available in black leather only, seats can be ordered for Harley-Davidson Softail or Pro-One Pro Fat applications.

Call Pro-One at 800-884-4173 or look them up on the Web at www.pro-one.com.

Seats & Luggage

Premium Seat Overlay

The Roho Group Inc., manufacturer of personal cushioning products for medical and transportation applications, makes the Airhawk Comfort Seating System for motorcycles. The Airhawk is a seat overlay system that the company says eliminates the discomfort, numbness and pain riders experience as a result of spending many hours on the road in the seated position.

Dry Flotation technology uses interconnected air cells formed in non-hardening neoprene. By using this design, the seating system evenly distributing the rider's weight across the cushioning surface and away from peak pressure areas. The Airhawk is made in the USA and is backed with a satisfaction guarantee, and a two-year limited warranty on workmanship.

Contact 800-851-3449, or www.airhawk.net.

Seats & Luggage

Saddlemen Express Saddlebags

The Saddlemen Express saddlebags feature an easy lid closure by hook and loop and a hatbox lid for maximum weather resistance plus an interior liner and four large internal elastic mesh pockets. The quick release yoke mounting is also adjustable on the bike. Available styles are the Cruisin', the Desperado, and the Drifter. All styles are available in three sizes: medium (11 x 9.5 x 5.25 inches), large (15 x 10.5 x 5.75 inches), and jumbo (18 x 11.5 x 6.25 inches).

Call Saddlemen 800-397-7709 or visit them at www.saddlemen.com.

Seats & Luggage

E-Z T-Bag

Quick and easy is what comes to mind while using this convenient new T-Bag. A hidden organizer system incorporates multiple map pockets, a cell phone pocket, a key ring holder, and much more. The E-Z T-Bag also features a new built-in external rain cover and hidden, padded backpack straps. The E-Z T-Bag is made of tough, weather-resistant polyester material, and features an expandable mounting system. The E-Z T-Bag mounts on 11-inch-wide and smaller backrests.

Call T-Bags/CDL Enterprises 800-957-6288 or visit them on the Web at www.t-bags.com for more information.

Seats & Luggage

Tour Master Cruiser II Bags

Tour Master introduced the new Cruiser II Bag Collection, consisting of eight sissybar bag styles and sizes, four saddlebag variations, and six different tool bags. The Cruiser II Collection is constructed of a synthetic material that "looks and feels like heavy-grained, top-quality leather, but is easier to clean and maintain.

All of the bags in Tour Master's new Cruiser II Bag Collection match each other for a more pleasing on-bike look. Suggested retail prices range from $89.99 to $239.99 for the sissybar bags, $109.99 to $189.99 for the saddlebags, and $24.99 to $39.99 for toolbags.

Visit www.tourmaster.com or call Tour Master at 800-455-2552.

Seats & Luggage

Tour Master Nylon Cruiser II

The new nylon Cruiser II Bag collection features sissybar bags in two sizes, saddlebags in slant and box styles in three sizes each, a nylon tool bag, and new barrel bag.

Constructed of weather-resistant, heavy-duty 840-denier nylon with heavy-duty rustproof hardware, the sissybar bags now have synthetic leather accent panels for style and durability. Sissybar bags come in large and XL sizes with suggested retails of $124.99 and $134.99 respectively. The separate barrel bag has an MSRP of $34.99.

Both the slant and box style saddlebags are available three sizes: medium, MSRP $79.99; large, MSRP $89.99; and XL, MSRP $109.99.

Visit www.tourmaster.com or call 800-455-2552.

Seats & Luggage

Willie & Max' Max-Pax

The new Max-Pax from Willie & Max comes in 10 different styles to match your style of bike and luggage. Functional and good-looking, the Max-Pax is designed for everyday use, not just the once-a-year rally or road trip. This large, sissybar-mounted trunk allows you to take more than just your rain gear when going on trips, without jeopardizing your center of gravity. Equally at home running errands, commuting to work or taking that long weekend, the Max-Pax retails between $89.95 and $129 depending on the model.

Visit www.willieandmax.com for more info.

Seats & Luggage

The Hooker by Willie & Max'

No more scratched paint or damaged chrome from bungee hooks and tie downs with the Willie & Max Hooker, the company says. It slips easily under the passenger seat giving the rider added carrying capacity. The 4-padded D-ring mounting points are functional and attractive. The Hooker is easy to use with bungee cords or nets and is fully adjustable to fit most bikes with or without saddlebags.

The Hooker retails for $19.95 and is available from Willie & Max at www.willieandmax.com.

Sheet Metal

Daytec Has You Covered

Daytec has 1-piece teardrop design, 16/14 gauge steel gas tanks that are available in 3.5- and 4.6-gallon versions. Mounting hardware kit is included to make life a little easier. Designed for 2-inch stretched frame applications, these tanks accept '82 to '96 screw-in-style gas caps. And don't forget, Daytec also offers 9- to 11-inch fenders for, rigid, rubber-mount Softail-style frames. Available in contoured, Heritage, and bobbed steel versions and there's also a contoured strutless model.

Check out Daytec's Web site for more information at www.dayteccenter.com or call Daytec at 760-244-1591

Sheet Metal

Cyril Huze High Octane Gas Tank

The High Octane is a hand-fabricated custom steel gas tank capturing the American obsession with speed and thrills. This beauty has been designed by Cyril Huze with a lot of arch to give the impression of speed, even when the bike is standing still. The rear of the tank is pointed and wraps around the frame for a super-clean look. Each tank is equipped with a flush welded-in, pop-up gas cap, and delivered with a mounting bracket system, making it easy to install on virtually any frame. Available in both 3- or 5-inch stretch.

You can contact the folks at Cyril Huze by dialing 561-392-5557, or take a look at their Web site: www.cyrilhuze.com.

Sheet Metal

Goin' Strutless By Pro-One

The engineers at Pro-One have designed a custom wide-body fender that is going to provide builders with significant new options. These rugged, heavy-gauge steel fenders weld in place allowing fabricators to fashion the rear section of bikes designed using Softail, Pro-Quad and Pro-Builder chassis without the use of struts. Weld-on strutless fenders provide any custom with the latest in contemporary styling as well as coverage for tires up to 240mm in width.

Each fender comes complete with the necessary brackets and has hidden channels for your wiring needs. Pro-One's weld-on strutless fenders are sold in 9- and 11-inch-wide models.

For complete details call 800-884-4173 or go to www.pro-one.com.

Sheet Metal

Real Steel From Twisted Metal

Twisted Metal Custom Cycles and Metal Fabrication says they're committed to providing you with the finest handmade custom metalwork for your motorcycle needs. "Customer satisfaction is our first priority, whether you have a small fabrication job or a complete custom bike build," says Rod Requejo, the owner and a third-generation metal man. Rod approaches his metal fabrication as an art form, and he can modify your existing sheet metal or create new fenders and tanks to your specs from scratch. Let Rod make your custom motorcycle dreams come to life.

Contact him on the Web at www.twistedmetalcycles.com, or at Twisted Metal, 2 McLaren St. C, Irvine, CA. 92618; 949-716-6510.

Sheet Metal

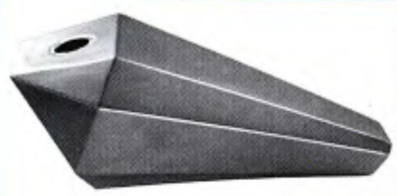
The Builders Dash

Dave Perewitz has just made things a lot easier for custom builders with little access to metal fabrication equipment. The Perewitz Builder's Dash provides the foundation for construction of a custom dash panel to fit just about any style tank. Hand formed from mild steel, the raw dash can be shaped and massaged to fit your requirements and is supplied without any preinstalled brackets.

The Builder's Dash is a real time saver and retails for just $69.95.

The full line of custom accessories now being produced by Mr. Perewitz can be seen at www.perewitz.com or dial 508-586-2511.

Sheet Metal



Classic Coffins From Paughco

Looking for the coolest in retro-chopper styling? Check out Paughco's super-cool coffin-style gas tanks. These unique tanks were originally designed for use on choppers in the '60s and '70s are making a big comeback with builders worldwide. The latest come from Paughco, which include all the original designs as well as several new styles.

You'll find Paughco coffin tanks feature the latest manufacturing techniques, materials and stellar quality. Styles include lengths from 20 to 25.5 inches, widths from 10 to 13 inches, heights from 7 to 10 inches, capacities from 2 to 5 gallons and various tunnel dimensions.

For details call 775-246-5738 or check out the complete Paughco line on the Web at www.paughco.com.

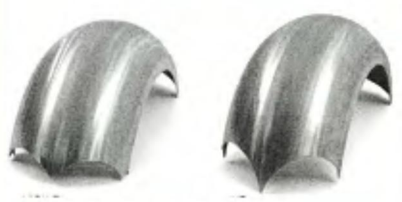
Sheet Metal

Independent Gas Tank Company

Independent Gas Tank Company continues to set the standard. Each tank produced is custom-built to order. IGTC specializes in tanks for aftermarket stretched frames and builds pro-street and chopper tanks available in 0- to 7-inch stretch. All tanks are produced from 16-gauge cold-rolled steel and completely TIG welded and pressure tested. Each tank is fully functional, meaning no grafted on pieces. Standard on each tank are four threaded mounting bungs, two threaded crossover fittings and your choice of either 22mm or 3/8-inch NPT petcock fitting. Standard tunnel width is 2 1/4 inches, and your tunnel can be adjusted. IGTC also offers hidden tank mounts for the discriminating builder.

Check out www.independentgastank.com.

Sheet Metal



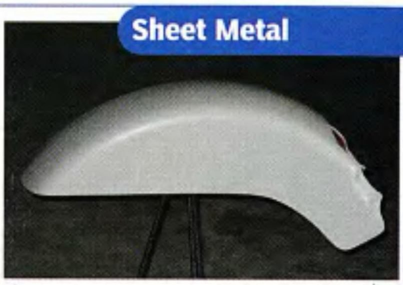
Paul Yaffe Goes Big

You've no doubt seen radical fender designs like the ones shown below on one-off Yaffe creations for years. Now they are in stock, ready for you to add some incredible style to your new custom bike. There are four hot, new styles to choose from and each is formed from 12-gauge steel. "That's twice as strong as our closest competitor," says Paul Yaffe.

PYO fenders are available in 8.5- and 10.5-inch width and will soon be available for the new 280-series tire in 11.5-inch sizes.

For more info on these and all of Paul's goodies contact Paul Yaffe Originals at 602-840-4205 or visit them online at www.paulyaffeoriginals.com.A

Sheet Metal



Sumax Dominator Fender For Softails

By popular request, Sumax now makes their Dominator rear fender for 2000 and later Twin Cam Softail models. This composite fiberglass fender is strong enough to carry even the heaviest passenger, according to Sumax. There are no holes drilled so you can profile the seat and fender exactly how you want to. They're even notched where the electronics go for easy transfer. Every Sumax rear fender features glassed-in tubing to make wiring easy and safe. These fenders come primer coated and are ready to scuff and shoot. Sumax is making all their popular styles to fit this Softail application.

Contact Sumax at 122 Clear Road, Oriskany, NY 13424; phone 800-654-5546 or 315-768-1058; see them on the Web at www.sumax.com.

Sheet Metal

Creative Cycles Introduces The Icon Gas Tank

A righteous way to hold your gas is here! Yet another exclusive Creative Cycles part has hit the streets—it's one of the coolest gas tanks in motorcycling. The XC-T fuel tank features all-steel construction in a beautiful design to complement your bike. Each tank comes complete with a pop-up gas cap made by Hot Match and features a rubber-mount system on the bottom. This tank is designed exclusively for custom applications.

For more information, contact: Doug Keim, Creative Cycles, Building 17, Allaire Airport, Rt. 34, Wall, NJ 07727. Phone 732-751-1403 or log on to the Web at www.creativecycles.com.

Sheet Metal

Big Bear Choppers Pointed Series

Big Bear Choppers can provide your ride with that high-end custom touch with their new "Pointed" tank and fenders. The gas tank measures 30 inches in length and holds 4.8 gallons of fuel. It is constructed from 12-gauge steel. All of Big Bear's tanks are pressure tested and feature leak-proof, flush-mount gas caps. There's also front and rear fenders which are cut to a perfect pointed tip to complete the look of the smooth curved lines of Big Bear's latest steel.

Contact Big Bear Choppers at 477 Eureka Dr., Big Bear City, CA 92315. The number to call is 909-878-4340 or log on to www.bigbearchoppers.com.A

Sheet Metal

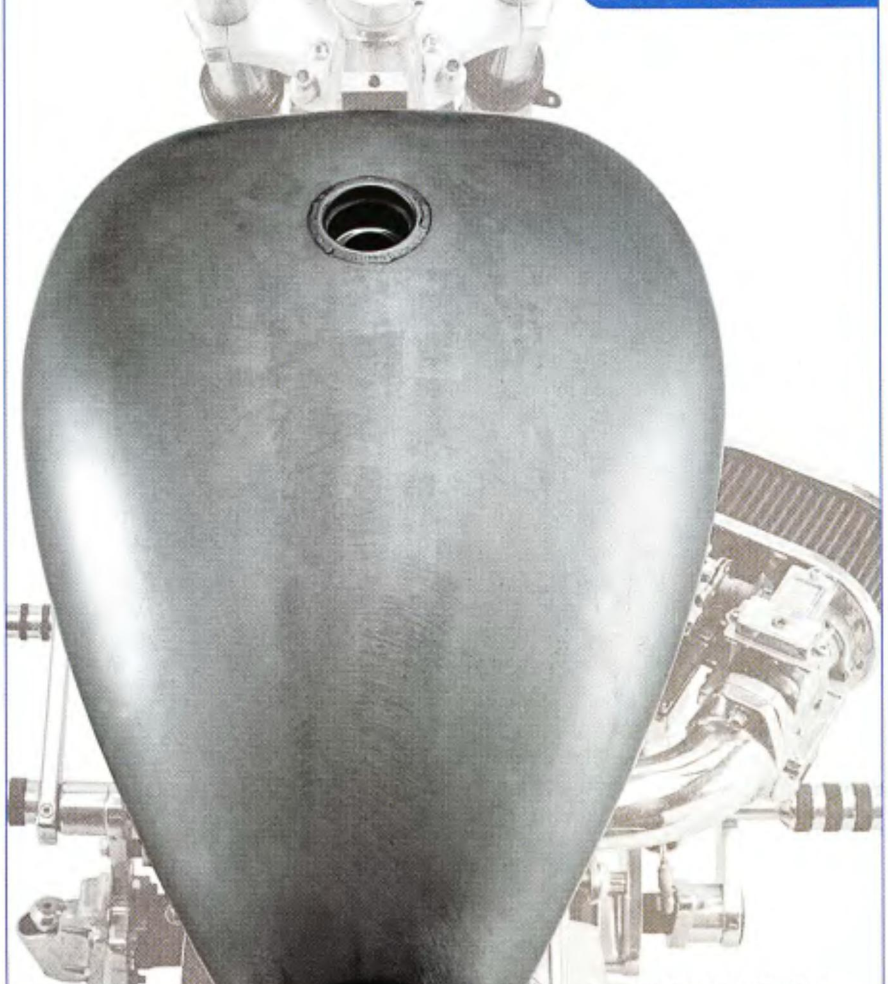
Xtreme Cycle Design

Xtreme's innovative sheet-metal designs are made specifically to enhance the Xtreme chopper style, but can be made to fit any custom bike. Xtreme's fender designs are handcrafted from 1-piece and are made with heavy-gauge steel and built with the strength and style you're looking for.

Xtreme tank designs are handcrafted from 16-gauge, cold-rolled steel and completely TIG welded and pressure tested. Each tank comes with all necessary mounting hardware. All models come with Hot Match flush-mount gas caps and Xtreme's counter sunk tank mounts are available for flush-mounting the tank to your frame.

Contact Xtreme Cycle Design at 714-628-1855 or at www.xtremecycledesign.com.

Sheet Metal



Smooth-Top Gas Tanks From Russ Wernimont

Russ Wernimont Design's new smooth-top gas tanks feature a 1-piece, single-cap and come in two different versions. Each custom tank is handcrafted from 14- and 16-gauge steel to fit '00-'03 Softail frames.

Click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Sheet Metal

Steel Teardrop Tanks From Arlen Ness

Arlen Ness' high-quality steel tanks are made right here in the U.S. of A. These sleek custom teardrop gas tanks will give your custom bike a contemporary look. Arlen's tanks are made from heavy, 16-gauge steel for quality and durability. The Ness tanks are well crafted, so they require minimal bodywork.

They're available with a Ness Flushmount Cap, Hot Match pop-up cap or Standard screw-in style. Mounting brackets included.

Sheet Metal

Gas Tanks By L.A. Choppers

L.A. Choppers' gas tanks are fabricated from heavy-gauge steel in California. They feature a right-side petcock with 22mm bung and come with mounting tabs and brackets as well as Hot Match pop-up gas caps. The tanks are available in various styles and retail for $1,199.99. All fuel tanks should be fit, pressure-tested, and sealed before painting.

Contact your Custom Chrome dealer rep at 800-359-5700 for details and specs or log on to www.customchrome.com.

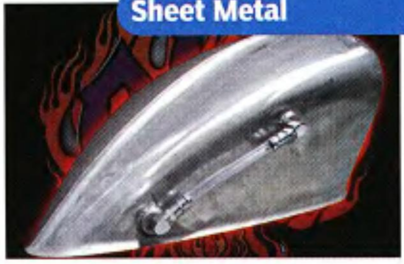
Sheet Metal

Serious Steel From Thunder Cycle Design

Fresh from Florida come these heavy-duty tanks and fenders for your next custom. Eddie Trotta is known for building solid custom bikes and now you can add his stylish sheet metal to your bike. Built entirely from steel, these beauties will give you years of riding pleasure.

You can contact Thunder Cycle Design at 954-763-2100, or toll free 877-330-5470; on the Web at www.thundercycle.com.

Sheet Metal



Central Coast Cycles Unique Custom Tanks

Santa Cruz, California, takes center stage as Central Coast Cycles emerges as one of the most promising custom bike builders in the area. CCC specializes in custom fabrication and prototyping. Scott Long and his crew now bring you innovative parts such as their iron cross-shaped oil bag, custom gas tanks and many more unique parts.

Check out Scott Long and his crew at www.centralcoast-cycles.com or call them at 831-476-3901.

TIRES

Metzeler's New V-Rod Radials Add A Larger Z-Rated Rear

One of Metzeler's prime "V-twin Upgrade" tires is its brand new ME880 radial developed specifically for the Harley V-Rod. A new, larger 200/50ZR-18 Z speed-rated upgrade rear has now been added. These tires feature Metzeler's patented zero-degree steel-belted radial that has been proven to deliver a more stable contact patch and was designed to enhance the bike's handling, cornering, and stability. These V-rated tires carry Metzeler's best-selling ME880 tread pattern. The ME880 tread was chosen to tie the V-Rod visually into Metzeler's other Harley tires.

Visit www.us.metzelermoto.com, or contact: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162.

Tires

Metzeler ME880 280/35-18 Radial Rear Tire

Metzeler has just fired the biggest shot yet in the custom cruiser tire wars with its mammoth ME880 280/35-18 radial rear tire. Like its siblings, this new tire is a full-on, built-from-the-ground-up radial employing Metzeler's patented zero-degree steel-belted radial construction. But perhaps the biggest benefit of Metzeler's Zero-degree steel belt for custom builders is that there's no tire growth or deformation at speed as with other constructions. Metzeler techies say a builder can take the maximum-diameter number for a given tire and mount a fender as close as 1/4-inch from the tire with "no problems or worries about the tire deforming and chewing up the fender." The new 280s measuring rim is 10 inches, although 9- to 10-inch rims are permitted.

Log onto www.us.metzelermoto.com, or contact: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162.

Tires

Metzeler's Brand-New 18-Inch ME880 Tire Made For Custom Harley Baggers

Metzeler's ME880 cruiser/touring tire now comes in a 140/70-18 front and rear combination designed for Harley custom bagger applications. The new blackwall tire is the same diameter as the standard 130/90-16, but the new lower profile 18-incher cuts down on the amount of rubber that's showing. This allows custom builder to use larger 18-inch wheels to "move the chrome right up into the fender well." The new tire will have a bias-ply front and belted rear.

Metzeler says the new tire is designed for specific custom bagger applications that currently use Metzeler's older ME1 Comp-K racing tire.

Log onto www.us.metzelermoto.com, or contact: Metzeler Motorcycle Tire North America, P.O. Box 700, Rome, GA 30162.

Tires

Avon Speedmaster

Here's a true classic that has the looks and performance to match. Positive steering and good lateral stability make the Speedmaster (left) a popular front tire. The Speedmaster is S-rated for speeds up to 113 mph, and features a timeless style that fits choppers like a glove. Continuous, siped and interrupted ribs in the tread give the Speedmaster very good braking and handling characteristics. The Speedmaster front tire comes in blackwall and is the ideal complement to the SM MKII rear tire.

Contact Avon at 800-624-7470 or www.avontyres.com, or check 'em out at your Custom Chrome dealer today.

Tires

Avon Venom Wide Tires

Avon has created some of the widest rear motorcycle tires available today—they can be seen on many of our featured bikes. The wide Venom tires feature low-profile sidewalls that let you show off your custom wheels.

Contact Avon at 800-624-7470 or www.avontyres.com, or check 'em out at your Custom Chrome dealer today.

Tires

Avon Roadrunner AM20 & AM 21

Avon's new generation of their legendary Roadrunner tire is designed for both the cruising and touring rider. Roadrunners are high-mileage, H-rated tires that run cooler, last longer under heavy load and feature deep, high-mileage tread grooves in the central pattern area where tires wear the quickest. The AM20 and AM 21 Roadrunner tires are available for both front and rear wheel applications on your favorite bike.

Contact Avon at 800-624-7470 for more information.

Tires

Dunlop D402 Touring Elite II Wide Whitewall

American-made Dunlop tires take the technology of both the K291T and the K491 Elite G/T into the future. In addition to superb engineering, the most unusual feature of these tires is the wide, white sidewall, preferred by many for its nostalgic appearance. The Touring Elite IIs are fitted as Original Equipment to 1993 and later FLSTN Heritage Softail models, but are approved for use on many models as far back as 1980.

Wet-weather performance is enhanced by a unique tread pattern that has more continuous grooves for greater water dispersion. The three-ply polyester carcasses are reinforced with two fiberglass belts, and a new rubber compound used in the tread is said to improve rear tire mileage by up to 50% over the K291T. This tire is compatible with tubes or can be mounted tubeless.

See your local Custom Chrome dealer for more information.

Tires

Continental Milestone Whitewalls

These high-mileage Conti Milestones are engineered for heavy touring and cruiser bikes. Made of the newest silica compound and the latest casing technology, these tires offer exceptionally high mileage, great wet-weather grip, load-carrying capacity and deliver a more comfortable "tunable" ride.

Visit Continental's Web site, www.conti.de, for more info.

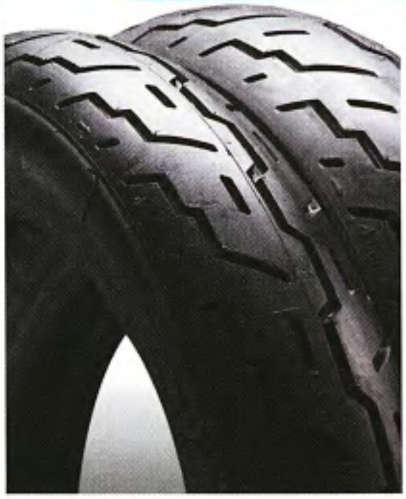
Tires

Continental Conti Tour

Designed for heavyweight motorcycles, the Conti Tour is great for all-day riding with excellent wet road grip and braking ability. Two belts and three sidewall plies provide excellent straight-line stability, and help take the wiggle out of those annoying rain grooves. Tube and tubeless compatible. The 3.00H x 21-inch is an ideal replacement for all front 21-inch tires.

Visit Continental's Web site, www.conti.de, for more info.

Tires



Michelin Commander

The Michelin Commander tire has been specifically designed for American V-twin applications. Each front tire's handling is tailored to its size by using a unique combination of profile and casing design. Michelin uses Aramid fibers that control centrifugal growth better than older fiberglass belts do. The Michelin Commander tire is available for both the front and rear of your bike.

Michelin's motorcycle tires are available through your Custom Chrome dealer or check out their Web site: www.michelin.com for more info.

Tires

Kenda K673 Kruz

This tire is designed to meet the needs and looks of the ever-growing Cruiser market. The new tread design for front and rear, with deep wide grooves for all-weather cruising make the Kenda Kruz a great choice. New "3+2" casing design, front and rear, improves handling and high load carrying capacity, while a new rubber compound makes for improved mileage and all weather condition traction.

Tires

Kenda K671 Cruiser H-Rated

Here's a tire that's an excellent choice for cruising or touring with an aggressive tread design that provides excellent traction and performance. These tires are designed as a matched set, but can be used independently. Superior stability and maximum handling in all weather is achieved thanks to deep offset tread sipes that provide for water dispersion. These tires feature tubeless construction and are H-rated for speeds up to 130 mph. They're available for a wide range of street bike applications, and have a strong six-ply rated carcass, wide contact patch for superior traction and increased mileage.

Go to motorcycle@kendausa.com, or contact: Kenda USA, 7095 Americana Parkway, Reynoldsburg, OH 43068; Phone: 614-866-9803

Wheels

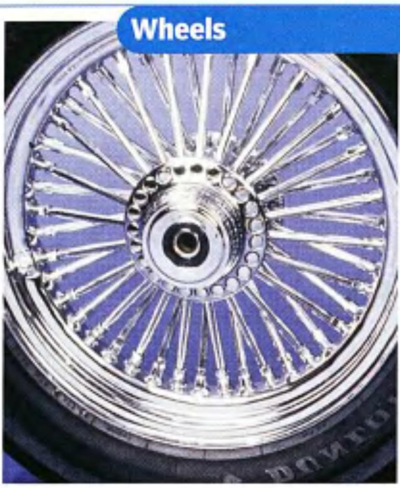
Hallcraft's New, Big 18-Inch Wire Wheels

Hallcraft's now offers 18-x-8-inch; 18-x-8.5-inch and 18-x-9-inch, 80- or 100-spoke wire wheels. These custom wheels feature a spun steel rim, heavy, 6-gauge spokes and a custom, aircraft-quality billet aluminum hub.

Like all Hallcraft's wheels, the 18s are guaranteed 100% tubeless and balanced, featuring Hallcraft's exclusive internal balancing system, developed by Balance Master, eliminating the need for unsightly external wheels weights. The wheels are triple show-chrome plated in Hallcraft's state-of-the-art chrome plating facility. Hallcraft's wheels come ready to install, complete with sealed bearings, spacers, and valve stem.

Hallcraft's wheels are available through the following distributors: Chrome Specialties, Custom Chrome Inc., Midwest Motorcycle Supply, Tucker Rocky/Bikers Choice, Motovan, and MID-USA.

Wheels



Hallcraft's 46 "Texas Big Spoke"

Hallcraft's Texas Big Spoke wheels feature 46, 3/8-inch spokes and is available in 16-, 18- and 21-inch sizes.

Like all Hallcraft's wheels the Texas Big Spoke is guaranteed 100% tubeless and is factory balanced, featuring Hallcraft's exclusive internal balancing system, developed by Balance Master eliminating the need for unsightly external wheel weights. These wheels are triple show chrome plated in Hallcraft's state of the art chrome plating facility.

Hallcraft's Texas Big Spoke wheels are available through better dealers throughout the United States, Canada and Europe. Suggested retail prices start at $860.

Wheels

Xtreme Machine Original Custom Wheels

Xtreme Machine's new 5-spoke Flare wheel has a design reminiscent of muscle-car wheels that fits many modern or traditional custom motorcycles. The five straight spokes of the wheel have a nostalgic look combined with state-of-the-art machining to fit modern-day demands. All wheels come with a chrome or polished finish.

Call Xtreme Machine at 217-291-0200 to find out more about the company's extensive line of wheels or log on to www.xtrememachineusa.com.

Wheels

Big Bear Choppers' Production Spade Wheels

Big Bear Choppers' Spade wheels demonstrate a very innovative design that might have people thinking they're "one-offs." Big Bear Choppers claims they represent the ultimate creative wheel-set on the market today. Big Bear Choppers insists the Spade wheels are made in the USA from American materials. CNC-machined from 1-piece aluminum forgings and retailing for $2,499 for a pair, all wheels come complete with hub, bearings, oil seals, valve stem and all the necessary hardware.

Call 909-878-4340 or visit the company's Web site www.bigbearchoppers.com for specifications and orders.

Wheels

Carolina Custom Products Inc. Award-Winning Custom Wheels

Carolina Custom Products Inc. tells us they take pride in having provided wheels for such award-winning custom bikes as those of Russell Marlowe and the Kendall Johnson's Camel Bikes. What's more, the same quality that went into the wheels of those award-winning bikes, is the same that goes into each set of custom wheels they deliver to their customers, they say.

Carolina Custom Products Inc. has custom billet wheels in all popular sizes to fit stock applications as well as custom constructions. All of their standard designs have custom pulleys, sprockets, and rotors available to match. The Viper (pictured here) is only one of over 20 eye-catching designs available from Carolina Custom Products Inc. They also manufacturer a full line of accessories and custom frames.

If you're planning the foundation for your next custom motorcycle, give 'em a call at 704-592-2355 or check 'em out on the Internet at www.carolinacustom.cc.

Wheels

Black Bike Reinvents The Wheel

Black Bike wire spoke wheels is once again breaking new ground with their cutting-edge concepts, they tell us.

New for this year is wire spoke wheels for the V-Rod, which accepts a 200 tire with no modification to the bike. Black Bike also designed an 18-x-5.5-inch rear rim with a 180-series tire that bolts right on to the Harley Deuce.

Black Bike also has inboard disc brake wheel assemblies for the Performance Machine system. And you can get laced wheels in red chrome, blue chrome, and finally—with 14-karat gold spokes.

Among Black Bike's regular customers are builders such as Paul Yaffe, Chica's Custom Cycles, Denver's Choppers and many more.

Call 818-341-2550 for more information on Black Bike wheels.

Wheels

Ego Tripp Offers 45 Custom Wheel and Accessories

Ego Tripp Wheels and Accessories makes an extensive selection of patterns, sizes, and fitments for any motorcycle, they tell us. All of their products are manufactured in their state-of-the-art facility. Ego Tripp says they use only premium, heat-treated forgings, billet bar, and plate stock in all of their components. Their brake rotors are made from 420 stainless steel. And their wheels, pulleys, sprockets and brakes are cut in matching patterns. Ego Tripp can handle all stock domestic V-twin apps, as well as custom setups like right-side drives or inboard brakes.

Call them at 800-741-1814 or visit them online at www.egotrippwheels.com for a free brochure and information.

Wheels

Exile Cycles' Monstrous Wheels

Exile Cycles has a wide range of laced wheels, including the "Monster" pictured above. This wheel features a 15-x-7-inch or 15-x-8-inch aluminum rim, huge stainless spokes, a wide billet hub and the massive 230-series tire from Avon. This tire measures 9 inches in width.

And 16-x-7-inch versions are also available for the 240-series tires.

The wheels are supplied show-polished, but are also available in chrome or black anodized. The wheel comes complete with tire and fully sealed bearings for zero maintenance.

The price is $1,199 for the dual-flanged version, or $1,649 for the single-flanged wheel complete with Exile's super-clean sprocket brake kit.

For more information call 818 623 6446, or visit www.exilecycles.com

Wheels

Fat Daddy Straight-Laced Wheels

Manufactured exclusively for Drag Specialties by Road Wings Design Inc., these wheels feature straight-laced 3/8-inch polished stainless steel spokes with custom nipples, billet chromed aluminum custom hubs and polished chrome steel rims. Bearings, seals and center spacer are included but not installed, allowing you to set the wheel to your specifications and your preferred wheel bearing grease.

Click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Wheels

FTM Enterprises Inc. Custom Wheel Sets

These universal 60H Wheel sets are available in sizes 16-x-6-inch and 3.50-inch; 18-x-5.50-inch, 4.25-inch and 3.50-inch; 19-x-2.15-inch; 21-x-2.15-inch. Finished in chrome, they use rims manufactured by Excel and use a chrome billet hub with a hidden-spoke-head design. Front and rear wheels come with a chromed billet hub, chrome steel rim and chromed, high-carbon steel spokes and nipples and come already laced and trued.

Contact FTM Enterprises Inc. at 760-732-3161 for more information or log on to www.ftmbiz.com.

Wheels

GMA W-7 Billet Wheels

These fully CNC-machined billet wheels have a unique, 3-D design that matches the GMA brake rotor and pulley system. Wheels and hubs are polished to a high luster and finish, then chrome plated. Thoroughly tested at the STL laboratory, they've passed a rigorous impact and torsion test, the company says.

Wheels include seals, bearings and valve stems and in most cases use stock wheel spacers ('84-'99 have Timken-style bearings, '00-'03 have sealed-style bearings). All wheels use appropriate year rotors and OEM-size axle unless noted.

Note: 18-inch front wheels are not designed for Springer models. 18-x-8.5-inch wheel comes with double sealed bearings on each side of the hub for added strength and stability.

For more information, click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Wheels

Heartland USA's Innovative 180 Setup

Heartland's new custom wheel setup comes with precise offset lacing which enables you to run 180-series rubber on 2000 and newer Harley-Davidson Softails without additional modifications when running the company's fender-strut-seat conversion. It works with the H-D Softail Deuce without having to change out the stock fender. The rim is 18 x 5.5 inches made from chromed steel with a sealed bearing Softail hub, 40 chromed steel round spokes and an Avon AM23 180/55 tire. The rear wheel comes laced and trued, with the tire mounted and balanced, ready to install, using your existing spacers.

Call Heartland USA at 310-822-2697 or visit the Heartland USA Web site at www.heartlandbiker.com.

Wheels

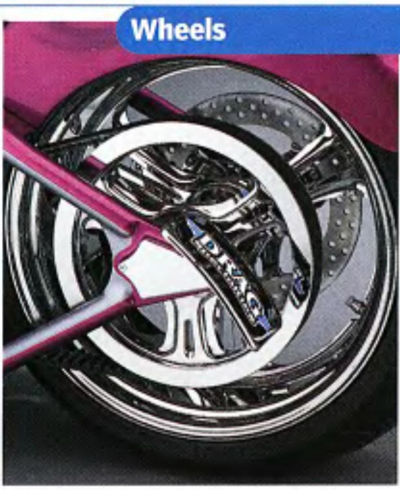
RevTech Custom Wheels

RevTech wheels have it all—innovative designs, show-stopping looks and a great variety, according to their distributor Motorcycle Stuff. These wheels are designed to be as slim and trim as possible to show off their style while maintaining their strength. You can choose from three different styles, including Stiletto, Scorpion and Solid. Scorpion wheels are currently available for the Kawasaki Vulcan and Yamaha Road Star, stiletto wheels are available for the Vulcan and Honda VTX, and the solid is available for the Vulcan, VTX, and Road Star.

Each wheel simply bolts on and includes all the bearings, seals, hardware and spacers required for mounting. The emphasis of the RevTech line is top-quality products at competitive prices, with outstanding profit and availability, they tell us. The chrome finishes and attention to detail are unmatched by anyone in the industry, they say.

RevTech is distributed exclusively by Motorcycle Stuff and Custom Chrome. Call for details at 800-325-3673.

Wheels



Performance Machine's Buffed-Up Product Line

Performance Machine released three new wheel designs this year. The Vader is a throwback to the origins of custom motorcycle wheels with an update in technology. This clean wheel will look at home on a retro chopper as well as a modern bagger. The Gatlin, PM says, is a fresh design that seems to defy all previous perception of what can be carved from aluminum. The spokes burst from the hub into a web before splitting into individual talons and meeting the rim. Finally, the Hooligan is a study in machined-aluminum detailing. Each spoke shows more depth and contours as it emerges from the hub.

Forged wheels (shown here) place the highest material strength in the same direction as operating loads, creating a light and strong wheel, PM explains. Chrome-plated for lasting beauty, these Performance Machine wheels are available in 3/4-inch or 1-inch axle sizes. Polished or chrome plated wheels come in a variety of sizes to fit your bike.

Contact 714-523-3000 or www.performancemachine.com.

Wheels

Pro-One Wide Billet Wheels

If you're looking for the ultimate fat look for your scooter these new wide billet aluminum rims from Pro-One are as big and bad as you're going to find for street machines, they say. Measuring 18 inches in diameter and a staggering 8.5 inches wide, these rims allow you to run massive 240- and 250-mm rear tires. Pro-Wide Body billet wheels feature all of the superior qualities found in the company's standard line of billet rims, they say, including their exclusive, smooth, boltless design. Offered in no less than 18 different styles, Pro-Wide Body billet wheels come complete with hub, sealed bearings, valve stem and all necessary hardware. Available with either a fully polished or durable show-quality chrome finish, the new rims retail for $1,199.95 polished and $1,399.99 in chrome. Pro-One also offers matching hubs, pulleys and rotors.

For complete details call Pro-One at 800-884-4173, or visit them on the Web: www.pro-one.com.

Wheels

Pro-One's New Line of Radical Custom Wheels

Pro-One's Sinister-series wheels feature a unique, 100% forged billet aluminum construction. Their 1-piece rim is accented with a total of 10 billet "V" blades. Sinister rims are CNC-machined for a flawless finish and precision fit, they say. Each wheel features a fluted inner lip and are chromed or anodized with a machined lip finish. Removable decorative blades are secured with aircraft-quality hardware and can be ordered in various colors to match, blend with, or contrast to the rim color.

Available for most popular Harley-Davidson models, each wheel comes with hub, spacers and bearings. Wheels can be ordered in a variety of 16-, 18-, 19- and 21-inch sizes. Pro-One also offers a complete line of matching brake rotors and calipers.

For complete details call 800-884-4173 or catch Pro-One on the Web at www.pro-one.com.

Wheels

Stampede Billet Wheels

Stampede Billet Wheels, manufactured on state-of-the-art CNC machines, are available in five styles: Blackjack, Triblade, Walking Star, Sunstar and Split 5. Precision machining guarantees absolute trueness in all wheels, according to Stampede.

The wheels come complete with factory-set bearing tolerances, seals, chrome hardware and valve stem. Matching pulleys and rotors are also in stock.

Call 800-726-9620, visit MC Advantages' Web site at www.mcadvantages.com

Wheels

Weld Racing EVO Motorcycle Wheels

Weld Racing recently introduced their EVO Motorcycle line of custom wheels; a variety of lightweight, strong, and stylish, 1-piece forged wheels. They tell us that these wheels are the perfect complement for an old or new Harley, a wild pro-street custom or even a chopper. There are 12 different styles available in a variety of sizes including an 18-x-9.5-inch and the new 18-x-10.5-inch—perfect for Metzeler's new 280-series tire. In addition, they all the popular sizes including the new 19-x-3-inch and 21-x-3.25-inch. And they make matching pulleys (chrome or polished) and 1-piece stainless steel polished rotors for pre-2000 and post-2000 models. The pulleys are available in 65- and 70-tooth, in both 1 1/8-inch and 1-inch widths.

Call 866-753-4289 or go to www.evomotorcycle.com.

Wheels

Xtreme Cycle Design 8-spoke Billet Wheels are CNC Machined

CNC-machined from 1-piece aluminum forging, these 8-spoke billet custom wheel assemblies come with hubs, sealed roller bearings, properly-sized bearing center spacer, races, seals and all the necessary hardware. Available in polished or chrome finish, they also can be matched to belt pulleys and brake rotors featuring the same design.

Call 714-628-1855, or visit them on the Web at www.xtremecycledesign.com.

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